



3 1924 069 032 989

HISTORY

---

Boston Division No. 61, B. of L. E.

---

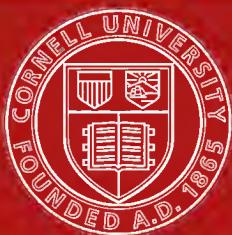
BUCKNAM

HD  
4966  
R32  
H67

THE  
MARTIN P. CATHERWOOD  
LIBRARY  
OF THE  
NEW YORK STATE SCHOOL  
OF  
INDUSTRIAL AND LABOR  
RELATIONS



AT  
CORNELL UNIVERSITY



# Cornell University Library

The original of this book is in  
the Cornell University Library.

There are no known copyright restrictions in  
the United States on the use of the text.







WILTON F. BUCKNAM  
Historian Boston Division No. 61, B. of L. E.





A HISTORY  
OF  
BOSTON DIVISION  
NUMBER SIXTY-ONE  
BROTHERHOOD OF LOCOMOTIVE ENGINEERS

---

EDITED AND COMPILED UNDER THE  
AUSPICES OF THE DIVISION  
BY  
WILTON F. BUCKNAM.

1906. *mm*



PRESS OF  
A. T. BLISS & CO., BOSTON,  
60 PEARL STREET.

# PREFACE.

The succeeding pages are placed before you without any excuse whatever on the part of the author. The original intention as a helpmeet of the official staff of Boston Division, No. 61, was a small pamphlet to be issued at the beginning of the calendar year with matters of interest pertaining to the best interests of the members. With that object in view, and the many suggestions brought out, together with questions from time to time connected with the annals of the Brotherhood at large, caused this volume to be written. With an iron horse for an Alma Mater, and diplomas consisting of other than documents with seals attached, a fair minded public can with reason overlook the shortcomings of an author who was one of the craft that this volume is intended to represent. To those of the craft or manor born nothing further is needed. If it is a success, all well and good; if a dismal failure, kind reader, remember in these days when professional services are almost the only kind that are recognized by professions or its followers, it could but be possible that the efforts of a novice prove futile.

The labors in this work have been to bring out every subject in a just and impartial manner with courtesy toward all, and malice toward none. In putting together these pages, no personal right or privilege has been intended whatever, neither has any been assumed. While some matters enclosed here were furnished in their day by deceased persons, it was all laid in some form before your humble servant, some items many years ago.

No greater pleasure has been the author's than the compiling of this volume, and if enjoyed when perused by the reader in the same spirit it was written, it can but be the author's best wishes. If anything is found amiss, it is not because it was not brought to the writer's notice in some form, as the service of a card index that grew to nearly three thousand cards was used to record every item, and passed through the author's hands and checked when the matter it contained was properly recorded in the manuscript.

However, with this as an original work in this channel of history, if it contains any worthy points, let us hope and trust they may serve others, as the little knowledge of books we had when attempting this now shows us that we builded better than we knew.

WILTON FRANCIS BUCKNAM.

Ayer, Mass., July 18, 1906.

Property of  
**MARTIN P. CATHERWOOD LIBRARY**  
**NEW YORK STATE SCHOOL**  
**INDUSTRIAL AND LABOR RELATIONS**  
**Cornell University**





E. W. HURLEY, Assistant Grand Chief Engineer.  
Member Bay State Division No. 439.



WARREN S. STONE, Grand Chief Engineer,  
G. I. D. of B. L. E.



MRS W. A. MURDOCK, President  
G. I. A. to B. L. E



Mrs. W. F. BATCHELDER, Past President,  
F. S. Evans Division No. 99, G. I. A. to B. L. E.

# THE HISTORY.

In compiling this work the contents are taken from many sources. The records of the Division; the Grand International Division of the B. L. E.; also from papers pertaining to the various railroads and historical works of different natures. Traditions and the memories of the elder members of the Division have also assisted greatly in the work, for the Division records from August 17, 1870, to October, 1885 (when Brother George R. Dority was elected F. A. E.), a space of fifteen years are missing.

With the aid of the Engineer's Journal, many of those who made changes, as members, are known, but it is possible a few are lost sight of, and the list of members given in this book may not be complete.

## THE DIVISION RECORDS.

Our Constitution and By-Laws are supposed to have attached to them the signature of every member of the Division. The book now in use dates from about 1875 to the present time, and some of the preceding accounts are not in possession of the Division.

It indicates that an older Constitution and By-Laws was succeeded by the one now in use.

The names of the then members were placed by Bro. C. E. Dean in alphabetical order under the headings of the various railroads they were employed upon. At this time Bro. Dean succeeded the late Bro. George W. Gleason, as First Assistant Engineer. The placing of the names in alphabetical order has proved a serious detriment to finding the seniority of the older members, as no date of admission is attached to any of them in some of the records. Another serious matter is also involved. All the members prior to that time whose names appeared, and were not at the time of copying members of the Division, were dropped. To find out who these were has been almost an endless task. We do not expect that all have been found, and concluded it an

impossibility from many reasons; yet have succeeded in finding a great many through matter issued from the Grand Office, particularly the Journal. That, however, has not given all, as returns from Division No. 61 were very poor. The Grand Office frequently called upon many of the Divisions to make more prompt and better returns, and in some instances it proved futile.

The proceedings of the conventions often gave many interesting and valuable facts that our lost records should contain. However, with what has been placed before the compiler to do with by the Division, must be added material given into our hands by our late brother, Dr. Solon S. Robie, without which this volume would loose much we have tried to make it.

Should there, through the issue of this volume, be brought to light the knowledge of the existence of records belonging to Boston Division No. 61, in the hands of now unknown persons, it would be a pleasure to know the contents of them that a copy might be made to add to the Division's archives, also to add the missing chapters to the history at a future time, to perfect what we have tried to produce here—A History of Boston Division No. 61, Brotherhood of Locomotive Engineers.

THE COMPILER.

## THE NATIONAL PROTECTIVE ASSOCIATION OF LOCOMOTIVE ENGINEERS OF THE UNITED STATES.

Brotherhood is as old, almost, as man. This is borne out to us through histories of the ages. The sacred word also gives us ample evidence of this vital fact. The Chinese, the Romans, the Greeks, the Egyptians and many of the early nations had their organizations of laborers, and to this, and the perfection of their talent come the many arts and sciences, of the early past, known to us as the ancient period, and by which "lost arts" have come down to us in history, but the methods unknown to us because they perished with the people who knew their nature.

In some instances the organization passed to a social nature, and kept in existence on a different basis, or in many cases passed through periods of reorganization till no semblance of the original existed, the nobler and better of them becoming of a fraternal nature.

Trade organizations of different natures made their appearance in America, in the early days, and their influence was mostly political. The following from the Massachusetts Bureau of Statistics of Labor of 1899 may be interesting.

"In early years the mechanics and skilled laborers of Massachusetts had exercised undoubted influence in civic affairs, and whenever it seemed necessary were able to stand together in behalf of their rights.

"But, as far as can now be ascertained, one of the first if not the first organization of the workingmen in Massachusetts into a permanent trade society was that of the shipwrights and caulkers of Boston and Charlestown, in 1822. The next year they were granted by the State an act of incorporation under the name of the Columbian Charitable Society of Shipwrights and Caulkers of Boston and Charlestown.

"This organization seems to have been originally formed by journeymen, as in effect a trade union. It was confined to Boston and adjacent towns. No person could be admitted to membership unless he had worked at the shipwright and caulking business at least three years, and a vote of three-fourths of the members present was necessary for his admittance. The initiation fee was \$5, monthly dues 50 cents, payable in advance. If the treasurer had no funds, members were assessed to pay expenses. The benefits were, \$5 a week in case of sickness, not, however, to exceed the sum of \$60 during one term of sickness, except in case of destitution, and then by a special vote of the society. On the death of a member in good standing, the society paid to his widow or nearest relative the sum of \$50.

"In the course of a few years, many of the members having removed, died, or gone into business on their own account, the society dwindled away, though the charter was still held. In 1855 it was reorganized simply as a charitable and benevolent society, without any of the distinctive features of a trade union. In 1866 the constitution was revised. but from that time there are no accounts of its doings. The records of this early labor organization in Massachusetts show that from the years 1822 to 1866 there were admitted in all 173 members, of which number 49 are recorded as having retired, and 72 deceased, leaving in 1866 a membership of 52 persons.

"Prior to the year 1857, such other traces as remain of the agitation of labor questions show that it was of a general nature.

There is still some recollection of a society called the "New England Association of Farmers, Mechanics, and other Workmen," which held meetings in Boston in 1831 and 1832, but there is no record of its proceedings, or of the number of its members."

The formation of the Brotherhoods of the Locomotive Engineers was probably the next of any note, and certainly the first to come into line and become prosperous and lasting.

In different localities several organizations were started with more or less success, some never being carried further than to be confined to a limited few, and in some cases could be considered as only clubs.

The great difficulty experienced appears to have been that the binding together of the individuals as members into a body by well established rules, to which was necessary a solemn oath or obligation, appears to have been a loophole out of which many departed, when other issues seemed to take the members' attention, leaving the organization weak and in circumstances that clearly showed an instability which produced a general weakness; thus leaving the early organizations to fall in their practically first made tracks, without effecting much good among their promoters, or influencing others who might have become members, and thus strengthen the aims of its first organizers, and place the whole on a sound footing to make future advances of the general welfare of employees, or even gain recognition among the employers.

The lack of a genuine Constitution and By-Laws of a broad range of government seemed to point out at the very beginning the dismal failure to which they would ultimately come, even though they were to fall, showed to each body what was needed to better the situation, and, at each renewed effort a stronger platform was introduced, and with these varied attempts, in time gave birth to the Brotherhood of Locomotive Engineers.

The "Association of Locomotive Engineers" was probably the most successful of all the labor organizations of engineers prior to that of our Brotherhood, and undoubtedly out of that came our present existing organization, yet its real organization was not founded upon any previously existing order.

In 1854 the engineers of the Baltimore and Ohio Railroad had some difficulty with the officers which resulted in a strike of part of their men, in which sixteen lost their positions, and their places were filled by men who were willing to take the places of those who rose in the majesty of their manhood against oppression and



WILLIAM D. ROBINSON, Past Grand Chief Engineer.  
“Father of the Brotherhood.”



CHARLES L. WILSON, Past Grand Chief Engineer.



P. M. ARTHUR, Past Grand Chief Engineer.



A. B. YOUNGSON, Past Grand Chief Engineer.

asserted their rights when other means of a milder nature failed to secure them that justice which belongs to all men in their dealings with their fellowmen. The business development of this road was now rapidly increasing, and there came a demand for engineers, and men from other occupations, with little or no experience, many of whom were of intemperate habits, with more cheek and courage than principle, were floating about the country securing jobs as experienced engineers, and as a natural consequence, making trouble by falling into various difficulties that usually follow such men.

In the summer of 1855, there appeared in the Baltimore Daily Sun a notice, stating there would be a convention of locomotive engineers of the United States held at Newark, N. J. This created very common interest among the engineers, and a meeting was held at Martinsburg, West Virginia, and a goodly number were in attendance. James C. Clark was made chairman of the meeting, and E. Winters, secretary.

After a full discussion of the movement, Messrs. Alexandria, Lepze, and Christian Smith, were chosen as delegates to attend the convention to be held (as per call through the papers) in Newark, N. J.

These delegates went to Philadelphia, thence by the Camden and Amboy R. R. and via steamer to New York City, then to Paterson, N. J., where they saw several of the New York and Erie engineers, but they had heard nothing about a convention.

They then proceeded to Newark, where they met several more engineers, and found they could give no information relative to a convention. They then concluded to return to their homes, which they did, going via Paterson, and discussed the advisability of holding a convention in the near future, and they approved of the movement.

On the arrival at Martinsburg, a meeting was called and a report made of the outcome of the trip, and after mature deliberation a resolution was offered that a meeting be held in Baltimore, Md., Nov. 5, 1855. Accordingly they issued a circular to the men on the railroads throughout the country, inviting them to send delegates from each road to meet in convention at Baltimore on the 5th of November, 1855. In response to this there were seventy-one delegates present at the appointed time and place, representing fourteen states and fifty-five railroads.

The following persons were reported as entitled to seats in the convention at Baltimore, Nov. 6th, 1855:

Maynard Bannister, Boston & Worcester R. R., Mass.  
Joseph M. Whitney, Western R. R., Mass.  
Henry Milliken, Hudson River R. R., N. Y.  
Royal Cheney, Worcester & Nashua R. R., Mass.  
C. T. Ham, Little Miami R. R., Ohio.  
John R. Smith, Baltimore & Ohio R. R., Md.  
Earl Hawley, Long Island R. R., N. Y.  
James M. Simmons, Old Colony & Fall River R. R., Mass.  
John Quine, Buffalo & New York City R. R., N. Y.  
Benjamin Hoxie, New York & Erie, Del. & Eastern Div. R. R.,  
N. Y.  
William T. Osborne, Morris & Essex R. R., N. Y.  
A. A. Munroe, Boston & Providence R. R., R. I.  
Joseph A. Blanchard, Boston & Lowell R. R., Mass.  
William D. Winters, Baltimore & Ohio R. R., Md.  
Joshua King, Baltimore & Ohio R. R., Md.  
C. Smith, Baltimore & Ohio R. R., Md.  
T. Kenley, Baltimore & Ohio R. R., Md.  
Henry L. Garrett, Eastern R. R., N. H.  
William P. Fernald, Boston & Maine R. R., Mass.  
William Bryan, Baltimore & Ohio R. R., Md.  
W. B. Williams, Baltimore & Ohio R. R., Md.  
D. L. Anderson, Baltimore & Ohio R. R., Md.  
D. H. Derrick, Scotia & Hocking R. R., Ohio.  
Edward Prentiss, Cleveland & Toledo R. R., Ohio.  
Robert F. Walker, Rome & Watertown R. R., N. Y.  
Henry Brown, Hartford, Springfield & N. Haven R. R., Conn.  
O. Butler, Baltimore & Ohio R. R., Md.  
D. P. Carter, Mich. S. & N. Indiana R. R., Mich.  
Sherman Bates, Hartford, Prov. & Fishkill R. R., Conn.  
Leonard Crossman, Central New Jersey R. R., N. J.  
A. H. Filton, Phil., Wil. & Baltimore R. R., Md.  
Martin R. Alley, Richmond & Petersburg R. R., Va.  
A. L. Smith, Orange & Alexandria R. R., Va.  
J. D. Bradford, Phil., Wil. & Balt. R. R., Md.  
George Sargent, Buffalo, Corning & N. Y. R. R., N. Y.  
S. S. Cheney, Mich. S. & N. Indiana R. R., Ind.  
S. G. Patterson, Vermont & Canada R. R., Vt.  
Robert M. Gregg, Vermont & Canada R. R., Vt.

John Donahue, Williamsport & Elmira R. R., N. Y.  
 D. B. Goodale, N. Y. & Erie R. R., Susq. Div., N. Y.  
 J. P. Robinson, N. Y. & Erie R. R., Western Div., N. Y.  
 William H. Thompson, Fitchburg & Charlestown R. R., Mass.  
 Volney Tirrell, Chicago & Rock Island R. R., Ill.  
 William Hayden, N. Y. Central R. R., N. Y.  
 J. Hoffman, N. Y. Central R. R., N. Y.  
 William D. Robinson, N. Y. Central R. R., N. Y.  
 William Hoyt, N. Y. Central R. R., N. Y.  
 James R. Smith, New Jersey R. R. & T. Co., N. J.  
 John Sexton, Camden & Amboy R. R., N. J.  
 R. B. Duncan, Phil. & Trenton R. R., Pa.  
 Joseph Miller, Cumberland Valley R. R., Pa.  
 Levi Houston, Cumberland Valley R. R., Pa.  
 Isaac A. Mora, New York & Harlem R. R., N. Y.  
 A. M. Brown, M. R. & T. E. R. R., Ohio.  
 Moses Douty, Pennsylvania R. R., Pa.  
 John Brunton, Pennsylvania R. R., Pa.  
 Charles McKean, N. Y. & N. H. R. R., N. Y.  
 Otis Freeman, Connecticut River R. R., Mass.  
 William Pollock, Central Ohio R. R., Ohio.  
 William H. Green, Buffalo & Erie R. R., N. Y.  
 Austin Matson, Western R. R., N. Y.  
 L. M. Davis, Ohio & Pennsylvania R. R., Pa.  
 A. H. Somers, Ohio & Pennsylvania R. R., Pa.  
 Nelson Underwood, Hudson River R. R., N. Y.  
 George Vandermaker, Northern Central R. R., Pa.  
 Malcome Hassan, Northern Central R. R., Pa.  
 S. B. Asken, Northern Central R. R., Pa.  
 Walter Sterling, Housatonic & Naugatuck R. R., Conn.  
 A. Curtis, Cleveland, Columbus & Cincinnati R. R., Ohio.  
 G. Hawley, Cleveland & Erie R. R., Pa.

(In 1897, Christian Smith who had been Corresponding Secretary of this organization, and then 85 years old, made the statement that to the best of his knowledge, all but Royal Cheney were deceased, since that time the two are gone to their reward, thus probably leaving now no living representative of the Convention of 1855.)

The first day of the convention, Tuesday, Nov. 6th, was occupied in arranging and seating the members who were present,

and on Wednesday, Nov. 7th, proceeded to organize and elect officers for the ensuing year.

The following officers were elected for the term of one year :

President, Benjamin Hoxie.

Vice-President, J. R. Smith.

Secretary, William D. Robinson.

Corresponding Secretary, Christian Smith.

Treasurer, Henry Brown.

Charles McKean of the New York and New Haven R. R. presented the following resolutions which met with a most enthusiastic reception by the convention, and were unanimously adopted.

Resolved, That all Superintendents and Master Mechanics of railroads or any other persons employing engineers, be respectfully solicited to give preference to those bearing a certificate emanating from the Engineers' Association, as they pledge themselves to recommend only such as are worthy and well qualified, and this convention would call the attention of railroad superintendents to the propriety of granting free passes to all engineers bearing certificates from this association, believing, as this convention does, that the interests of the corporations they represent would be materially benefitted by their manifesting a liberal spirit towards engineers, in encouraging a free intercourse and interchange of opinion among them, and by extending to them that opportunity for observation, profitable alike to the employer and employed, which a free pass is so eminently calculated to give; and be it further

Resolved, That this convention would respectfully solicit all railroad managers to grant their aid and assistance to the locomotive engineers of the United States in their efforts to elevate their social and professional position; and be it further

Resolved, That all public newspapers who regard with favor this movement of the locomotive engineers of the United States, now assembled in convention, be and are hereby respectfully solicited to extend their countenance and support.

William Hayden of the New York Central R. R. offered a resolution which was adopted :

Resolved, As an expression of this convention, that we recommend to the managers of all railroads the propriety of offering premiums for superior practical merit, said premiums to be such, and to be awarded in such manner as the officers of the respective railroads may deem proper.

This resolution called forth considerable debate before its adoption.

On Friday, Nov. 9th, the last day of the convention, the following resolutions were read and adopted:

Resolved, That it is the purpose of this organization to protect ourselves, the travelling public, and our employers from the injurious effects resulting from persons of inferior qualifications being employed as locomotive engineers.

Resolved, That this convention respectfully recommends for the advantage of railroad companies and the safety of the travelling public, that a high standard of qualifications and character be required of all persons occupying, or wishing to occupy, the position of locomotive engineers.

Resolved, That it is the opinion of this convention that the interests of railroad companies and the travelling public generally demand an act of the Legislature, providing for a commissioner to examine all locomotive engineers previous to granting them a certificate without which no one should be allowed to take charge of a locomotive engine.

Resolved, That it is the opinion of this convention that such commission should be a practical locomotive engineer.

Resolved, That as the advancement of the whole can be effected only by the elevation of each, this convention therefore recommends to all locomotive engineers the establishment of reading rooms and libraries in their respective localities.

The following resolutions were also unanimously adopted:

Resolved, That the thanks of this convention be tendered to the committee of the Maryland Institute for their generosity in granting to this convention the free use of their hall.

Resolved, That the thanks of this convention be tendered to the engineers of the Baltimore and Ohio Railroad for their successful effort in calling this convention, also for their unlooked for generosity in providing for the expenses attending the holding of the same.

Resolved, That the thanks of this convention be tendered to all railroad companies who have extended to the delegates of said convention the courtesy of a free pass over their roads, and also to all superintendents and master mechanics who have lent their aid and assistance in forming said convention.

It was voted, That the delegates of the present convention will constitute the National Association until the annual meeting, first Tuesday in Oct., 1856.

This convention adjourned on the afternoon of Nov. 9th, 1855, to meet on the first Tuesday in October, 1856, at Columbus, Ohio.

At the convention of 1855, held at Baltimore, the members drew up and framed a Constitution, which they adopted, and which became the foundation of their organization, and was as follows:

Constitution of the National Protective Association of Locomotive Engineers of the United States.

Whereas, The rapid multiplication of railroads in the United States has caused a corresponding demand for engineers; and whereas through the faculty which the absence of any license laws or standard of qualifications has afforded, we believe many persons unqualified for the very responsible post of locomotive engineers have attained to that position to the great detriment of all others engaged in that business, as well as to that of the interests of the corporations who employ them, and also to the safety of the travelling public; therefore, we, the locomotive engineers of the United States, in delegates assembled, do hereby agree that we form a National Association for our mutual protection and elevation, and do adopt for our government the Constitution and By-Laws hereunto annexed.

#### Article I. Name and Title.

Section 1. This Association shall be known under the name and title of National Protective Association of Locomotive Engineers of the United States.

Section 2. Officers. The officers of this Association shall consist of President, Vice-President, Secretary, Corresponding Secretary and Treasurer, to continue in office for the term of one year and shall be elected at the annual convention of the Association by the delegates appointed by the engineers of the different railroads of the United States to attend said convention.

#### Article II.

Section 1. Duties and Powers. It shall be the duty of the National Association to grant charters for the formation of subordinate Associations whenever properly and duly applied for in the name hereinafter prescribed.

Section 2. The National Association shall have power to decide on all questions as to the violation of the Constitution of the National Association, but shall have no power to control any by-laws, rules, or course of action which subordinate Associations may deem proper to adopt when they do not conflict with the Constitution of the National Association.

Section 3. The President shall have power to fill an order on the Treasurer signed by the Vice-President, to be drawn by the Secretary, for any funds necessary to defray expenses of the National Association, which may be incurred during his term of office; and any surplus funds which may accumulate shall be disposed of as the annual convention of delegates may deem proper.

### Article III. Application for Charters.

Section 1. Application for charters shall be conducted in the following manner: The parties applying shall state the name or title of the railroad and division upon which they are employed; the number of locomotive engineers employed at the time of the application; the number of miles in length of railroad or division, and it shall be signed by one-third or more of said engineers, and shall be accompanied by the sum of ten dollars.

Section 2. All subordinate Associations consisting of ten or less members shall send one representative to the annual conventions of this Association, and may appoint one for each additional ten members.

### Article IV.

Section 1. Each subordinate Association shall have an examining committee of three who shall be members of the Association, and it shall be the duty of said committee to investigate the character and standing of each candidate for the post of engineer and ascertain if he is qualified to run an engine before he can become a member of this Association.

Section 2. Any member of this Association wishing to leave the road he is employed on shall receive a travelling card if he is in good standing on the books and free from censure; but such card shall not be for longer time than three months.

Section 3. It shall be the duty of each subordinate Association to send a report to each annual convention of the National Association, of their condition, and upon the expulsion of any member,

a report of the same shall be made to the Corresponding Secretary of the National Association, and by him to all subordinates.

#### Article V.

Section 1. No man shall be considered competent to run an engine unless he can superintend and do the ordinary repairs on his engine.

Section 2. No locomotive engineer shall become a member of the Association unless he is a sober man, and in good standing in society.

Section 3. No candidate for the post of engineer shall hereafter receive a certificate as such from any subordinate Association who cannot read and write with facility the English language. This section shall have no reference to those engineers already employed.

#### Article VI.

Section 1. This Constitution may be altered or amended at any future meeting of the National Association duly organized by a two-thirds vote of all the members present.

Section 2. Twenty members shall constitute a quorum for the transaction of business.

The By-Laws of this Association were very short and the same as those governing any similar organization, and defining the duties of the officers. You will recall that in the beginning of this organization it convened at Baltimore Nov. 6, 1855, or in other words, fifty years ago.

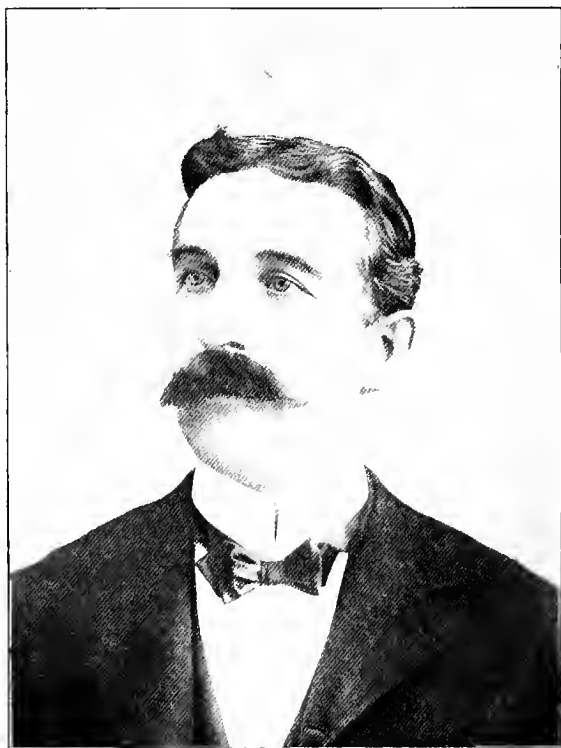
Although the objects of this Association were noble, and it adopted a high standard much in advance of the mass of engineers at that time, which was an element of weakness, it failed to adopt other measures which would serve to bind its members together in permanent bonds of mutual association, and hold any restraint over individual inclinations. There was no initiatory ceremony or obligation which would bind one to the whole, and any one could become a member who came recommended, paid his fee and signed the Constitution and By-Laws.

Subordinate Associations, however, were soon organized to some extent at various railroad centres.

On the 22nd of April, 1856, the Boston Association of Locomotive Engineers was instituted and was an independent organization at that time, but May 22nd following it was reorganized and became subordinate to the National Association.



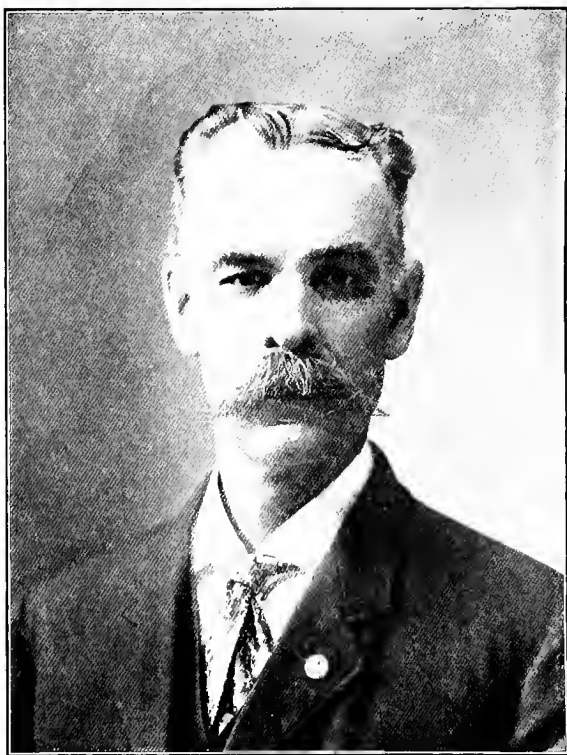
J. C. CURRIE, Second Grand Chief Engineer.



EDWARD L. ABBOTT, Chief Engineer  
Boston Division No. 61.



MRS. E. L. ABBOTT, Member of F. S. Evans Division No. 99.  
"The Sweet Singer of the Division."



N. H. B. WARDWELL.  
Member of the Printing Committee.

I have learned that at one time they were making good progress, and with proper leaders and a stronger banding together of the members, and a broader platform for the Grand Lodge, would have become a permanent institution. The order in Boston had many worthy men as members, and who in time became leaders in the Brotherhood of Locomotive Engineers.

The following taken from the remnants of their archives tells us something of their stability:

#### Preamble to the Constitution.

Whereas, The position of Locomotive Engineer is one of unusual responsibility, requiring competent and reliable men; and whereas unworthy and incompetent persons have been and are employed on the various railroads, to the injury and disadvantage of engineers as a class; therefore,

Resolved, That we, the undersigned engineers employed on the various railroads in Massachusetts, form ourselves into an Association for our mutual improvement, benefit, and protection. To a great extent the lives of the travelling public are intrusted to the care of the locomotive engineer, and a great amount of railroad property is almost continually under their immediate control. In view of this, we claim that our position is one worthy of respect and should be protected in such a way as shall insure us against the impression which half-qualified, intemperate and reckless persons (too often employed by railroad companies) do, by their incompetency as engineers and as men, bring upon us as a class. It is not our purpose to come into collision with our employers, but to establish and maintain a high standard of mechanical qualifications, moral character, and temperate habits, as absolutely requisite in a locomotive engineer, the effect of which will, we trust, be to elevate us as a class in the estimation of our employers and the public, and which will secure for us that just appreciation of our services, which the responsibilities, requirements, liabilities, and hazardous position merit. The vital principle of this Association is, that the interest and advantage of our employers is identical with our own; and members of this Association will make it their study and purpose to seek, in every honorable way, the safety of the company's property and enhance the interests and profit of the road, and "as the good of the whole can be promoted only by advancing the good of each" we propose a reading room and library to be at all times accessible to members of this Association

and do agree to be governed by the following By-Laws. The first three articles of the By-Laws provided for the officers and the election of the same and defined their duties similar to those of all such associations (I am unable to reproduce them verbatim owing to illegibility from mutilation).

#### Article IV. Section 1. Membership.

All applications for membership shall be made at a regular meeting of the Association and referred to the Standing Committee for examination, and on receiving their report, the Association shall proceed to vote, and three members voting in the negative shall reject the applicant. The method of voting shall be by Ball Ballot.

Section 2. Every person on being admitted as a member of this Association, shall pay the sum of three dollars, sign the Constitution and By-Laws, and shall pay the sum of twenty-five cents per month in advance.

Section 3. No person shall be admitted into this Association as a member who is known to use intoxicating drinks as a beverage, who has not a good moral character, who is not qualified to run a locomotive engine, and who is not capable to take charge of and do the ordinary repairs of the same.

Section 4. Members of this Association not engaged in the business of running a locomotive engine shall have all the rights and privileges of membership, except the right to vote.

Section 5. The object of this Association being the mutual benefit of its members, it shall be the duty of each member to report to the Association the result of any experiments in steam engines he may have tried, or become acquainted with, or any information which he may deem proper or useful to the Association.

Section 6. On receiving information of unworthy conduct in any of its members, the Association may, at any regular meeting, appoint a committee to investigate the matter, and on receiving their report the Association, by a two-thirds vote, shall dispose of the matter as they see fit, such as fine, suspend, or expel the person charged with unworthy conduct; or in their opinion the charge is made maliciously, and proves to be without truth, the person who made the charge may be suspended or expelled.

Section 7. No person who has been expelled from this Association shall be again admitted to membership. Suspended members may be reinstated by a two-thirds vote, on re-signing the Constitution and By-Laws and paying their arrearages the same as though they had not been suspended.

At the reorganization of the Boston Association of Locomotive Engineers into the "National Protective Association of Locomotive Engineers of the United States" the following officers were elected:

President, Lewis Briggs.

Vice-Presidents, E. B. Stone, A. A. Munroe, John Johnson.

Secretary, G. A. Coolidge.

Treasurer, R. W. Bibber.

Standing Committee, James Alger, John Lufkin, James C. Farmer, James Allen, Samuel Poor, T. G. Shalling, Horace E. Woods, Samuel Battles.

They held their meetings in Mechanics' Apprentice Hall, on Tremont Street, between Beacon Street and Scollay Square.

For a time the above organization bid fair to do well but it lacked the most vital principles by which all worthy organizations are held together. It existed for a while, but fell from its own weakness, and at the formation of the Brotherhood of Locomotive Engineers we find the promoters of 1855 and 1856, but less than ten years later, the ring leaders in organizing Boston Division, No. 61, B. of L. E.

The National Association met at Columbus, Ohio, the first Tuesday of October, 1856, with thirty delegates. The session lasted three days. They elected to meet in New York in 1857, in October. The officers elected to serve for the year 1856-7, were:

President, T. B. Asken, Baltimore, Md.

Vice-President, I. L. Wadleigh, Springfield, Mass.

Secretary, J. W. Clark, Bridgeport, Conn.

Corresponding Secretary, Moses Doty, Altoona, Pa.

Treasurer, Henry Brown, New Haven, Conn.

It seems the convention at New York was passed over, the halo of the coming Civil War having made to some extent its feeling manifest, causing a quietus to come over the whole affair.

While the Brotherhood of the Footboard was struggling to come into existence its hopes of success were somewhat cast down by the proving-to-be-failure of the Association of Locomotive Engineers. While the real causes of the organizing of the

engineers were in all cases practically the same, it appears that "discretion was the better part of valor," and the root of the evil was only indirectly aimed at. Secrecy prevailed to some extent and the real objects to be attained seldom uttered, and then not publicly. In some cases meetings were secretly held, but the skeptics were plenty, and many fearing disfavor of the officers over them, kept from joining the original band, and thus made a harder road for all who were in any way interested. With the "National Association" almost shipwrecked before its keel reached the water it could serve only as a pleasure boat to say the most, and being too frail for business could accomplish nothing and had to be allowed to drift with the tide till its usefulness was fairly washed away.

To the men employed as engineers and firemen at that time it was a time of dark days, and the causes were many.

The National Association of Engineers originated on the Baltimore and Ohio Railroad, emanating from the employees of that road as engineers at Baltimore, Maryland; and the causes that led up to that stage whereby they endeavored to found their Association were similar if not exactly the same as that of the Brotherhood of the Footboard eight years later on the Michigan Central, at Detroit, Michigan. Some of the subordinate Associations convened for a time, but in 1863 had practically ceased to exist, and in fact were almost entirely forgotten by the greater mass of engineers, who by this time were becoming more numerous every year, and whose needs of combination for mutual protection were becoming more apparent, until there was a widespread feeling throughout the country of the need of organized effort, that would better enable them to protect themselves against the growing disposition of railroad officials to encroach upon the compensation for services, and many other rights and privileges which they justly considered themselves entitled to.

There seems, however, to have been little thought at this time of taking advantage of mutual association for improvement of the character of those in the service, or serve them any great purpose towards the elevation of their social or moral standing in society. Those among us today who can look back at that time and call to mind these circumstances will well remember that as a class these were not among the least of their needs.

## THE BROTHERHOOD OF THE FOOTBOARD.

The many and unnecessary evils that the National Protective Association of Locomotive Engineers had tried to correct, but had failed, possibly not from the weakness of its organizers, members, or error of principles, so much perhaps, as the real want of a wider scope of knowledge of business relations of such an institution to its fellowman in the walks of life he is daily called upon to pursue, had proved their real downfall.

To finance such an institution was no small matter and must be carefully looked into. To manage the meetings, make arrangements for assembling, take up matters of business and conduct them to a successful issue, all these with the weak points that laid bare the point of issue to come in contact with endless troubles, caused the one grand weakness of the Protective Association and thus ended its days. There were men plenty to become members, money sufficient to carry on the work, intelligence as good in every particular as ever entered into any enterprise this country has yet known; but the finer points of business management that can only be taught by experience, seemed to be the shoal upon which the work of 1855-1856 had stranded.

To the wrecking of the Protective Association came a lesson to the railroad officials on many railroads in many ways. It taught many of them that to keep the men from organizing would require vigilance and oppression, which seems to have been practiced more than ever by more than one road.

The master mechanic and the superintendent had in many cases full power and constituted many times almost the entire official list of the operating department of a railroad. To the many and rigid rules, restrictions, hardships and privations the men were subjected, in many cases, action could no longer be staid. Combination of the employees was making itself manifest as the last resort, and while it was much talked of, few efforts were made that ripened into any definite measure of protection to the employee.

In 1862-1863 events were transpiring on the Michigan Central Railroad which aroused the indignation of the engineers and brought them to a full appreciation of their situation and became a subject of general discussion, while the more persevering were agitating the necessity of organization.

The petty grievances, the many faultfindings, cutting of pay, dogging of the footsteps of the employees by the minor officers,

influences brought against the men under them, caused the ire of the engineers and firemen to feel that something must be done to maintain their positions, or yield to an unbearable tyrannical management.

In the meantime these troubles were not without their rewards. William D. Robinson, who for some years had run on the New York Central Railroad, had become an employee of the Michigan Central, and resided at Marshall, Mich. He had been Secretary of the National Protective Association of Locomotive Engineers, having been chosen at the convention in Baltimore in 1855. Educated in a primitive way in the matter, in which his at that time present fellow employees had not been, he was to some extent looked up to by the engineers and firemen, and likewise looked down upon by his superiors in position on the road, especially by Master Mechanics A. S. Sweet and Mr. Scoville.

One morning while sitting with four others on a flat car, the subject in which they were trying to make better for themselves, they carried so far in conversation that they fairly engrossed the idea of a brotherhood.

William D. Robinson of Marshall, Mich., and George Q. Adams of Detroit were prominent in the work which might be termed the first inception of the Brotherhood. In the meantime an Association of railroad employees had been started on the Michigan Southern at Adrian and the Michigan Central men invited to join it. George Q. Adams, Alfred Keith and M. Higgins, as representatives of the engineers of the Central road and the Detroit and Milwaukee, went to Adrian and became members of this Association for the purpose of investigation, and finding the organization was designed to include all railroad employees in the mechanical departments, they reported unfavorable to this movement, believing the best interests of the enginemen could be served by an Association which would include engineers and firemen only. Soon after this on a Sunday early in the following April, several engineers having met in the engine house at Marshall, Mich., as enginemen of that time were in the habit of doing, Robinson and Adams being among them, and upon their conversation turning to the all absorbing topic, their grievances and some plan to meet them, they discovered Mr. Scoville, Division Master Mechanic at that place, watching them very closely, and Robinson invited the party to his house where they might be more secure in the expression of their opinions.

Perhaps I cannot explain the situation on the Michigan Central Railroad at this time better than to quote from the report of the Grand Chief Engineer to the Convention at Indianapolis, Indiana, August 17th, 1864, when, in his reference to these matters he said: "The disposition manifested on the part of the Superintendent of Motive Power on that road to wage a remorseless war upon the best interests of labor, and his encroachments upon the established rights and usages of engineers in his employ, and the reduction of their pay, had at length become insufferable, and the engineers as a class had become satisfied that the safety of their positions as engineers and the safety of their pecuniary interests demanded a unity of purpose, and combined organized action."

It will be remembered that this same disposition seems to have been manifested to a greater or less extent by railroad officials throughout the country, and the sentiment of the engineers quite generally was becoming ripe for some movement looking towards the protection of their interests, and it was here at this little assembly of friends who had come together to talk over their business interests, as any friends might have done, that the germ of our present Brotherhood was planted; and no one of these men thought or dreamed of the grand results which would follow.

At this time it was decided to open a correspondence with engineers on the different roads running into Detroit, which should look towards the accomplishment of some definite action, and they also drew up an agreement to the effect that if any one should be discharged from the service of the company for any action he might take in their contemplated movement, the rest of the engineers would notify the company that unless he was reinstated they would consider their services no longer required and would quit work in a body. Copies of this agreement were circulated among the engineers on the road and were signed by all but four.

The result of their correspondence was the calling of a convention of engineers to meet at Detroit on the fifth of the ensuing month. In response to this the following representatives were present:

F. Avery, Frank Wheeler, John Kennaely, T. Wartsworth,  
Mich. S. & N. Indiana R. R.

E. Nichols, Detroit Br. Mich. S. & N. Indiana R. R.

M. Higgins, Detroit & Milwaukee R. R.

B. Nothrop, Grand Trunk R. R.

Geo. Q. Adams, East Div. Mich. Cent. R. R.

Wm. D. Robinson, Middle Div. Mich. Cent. R. R.

(West Division not represented.)

These men with the advice and counsel of several of the engineers running into Detroit on these roads who were considered delegates, entered upon their duties with a zeal worthy of emulation and praise.

A Constitution and By-Laws, embodying the fundamental principles of our present organization, was presented and adopted.

The necessity also of something further on the part of the engineers than common consent to become and remain members of this organization so long as it suited their convenience, and no longer, became apparent to the minds of the delegates, and an obligation, as a bond of union was produced, and unanimously adopted, and on the eighth day of May, 1863, twelve engineers, including the delegates, joined hands in a circle, repeated the obligation—which was read by George Q. Adams—thus pledging themselves to support and abide by the Constitution and By-Laws then adopted.

The early organization was crude, and parliamentary rules almost unthought of. W. D. Robinson, a short time before his death, speaking in a letter of the meeting at his house, recalled the names of only a part of the number present; among these were George Watrous, John McCurdy, Henry Hall, John Brown, Tom Nixon, Tommy Hayward, J. C. Thompson, Henry Lathrop, Tom Faulkner, Alfred Keith, Linus Keith, Sam Hill, George Q. Adams, O. Baker, all of whom were engineers, also J. E. Winnie, a fireman, later member of Division 2 at Jackson, Mich., and Harry Effner, and others.

At a subsequent meeting they agreed on the 5th of May to meet at Detroit for organization. As many men at that time alternated in their runs, they agreed that at the meetings to alternate in visits, etc., as attendants.

The Constitution and By-Laws were presented May 5th but no obligation was yet ready. No one seemed able to prepare one that fitted the circumstances.

Robinson consented to write one if left alone, and the members retiring, left him alone in the City Firemen's Hall, he produced one that was in use some years. It was accepted without any objection and seemed satisfactory. Some of the foregoing, also



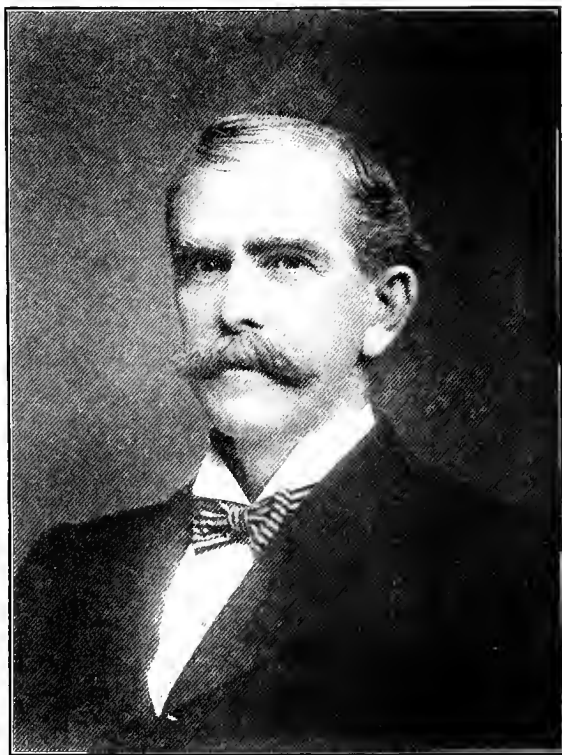
F. A. BURGESS, Assistant Grand Chief Engineer.



GEORGE R. DORITY, Grand Chaplain,  
F. A. E., Boston Division No. 61.  
"Father of Boston Division."



MRS. GEORGE R. DORITY, Chaplain,  
F. S. Evans Division No. 99.



CHARLES S. SALMONS, Second Grand Engineer.

some of the preceding chapter, upon these points have been contradicted, also misstated from time to time but our late Grand Chief seemed to adhere to the facts of the above and they were verified by the Past Grand Chief W. D. Robinson before his death in 1890, and only stated in any other form or manner, by parties who could have done but little investigating of the Brotherhood's history.

Officers were at once selected and Division No. 1, Brotherhood of the Footboard, was fully organized, and stood forth as the pioneer in the great work of reorganization and elevation of the standing of the Locomotive Engineers of America, ever ready to extend the hand of fellowship to all worthy members of the craft who had any faith in their rights as a class, and a belief that in organized action alone rested a hope of their vindication.

The initiation fee was fixed at five dollars, and the dues at fifty cents a month.

During the preliminary work, William D. Robinson was the most prominent and active among them, being an enthusiastic believer in the cause of organized labor.

He was chiefly instrumental in the construction of the Constitution and By-Laws; suggested the title of the organization, and urged the importance of an obligation which should bind the members together, and produced the form which was adopted. The organization of Divisions soon began.

No. 1 organized at Detroit, Mich., May 8, 1863.

No. 2 at Marshall, Mich., June 4, 1863.

No. 3 at Michigan City, Mich., June 16, 1863.

No. 4 at Adrian, Mich.

No. 5 at Norwalk, Ohio, July 5, 1863.

No. 6 at Chicago, Ill.

No. 7 at Lafayette, Ind.

No. 8 at Crestline, Ohio.

No. 9 at La Port, Ind.

No. 10 at Chicago, Ill.

In the work and labors of Grand Chief Engineer W. D. Robinson troubles were plenty from sources not heretofore mentioned. In October, 1863, but five months after the institution of the Brotherhood, the Grand Chief was dismissed from the M. C. R. R. and left in more than trying circumstances. With almost no home, no money, and practically blacklisted, as was later shown,

he was barred almost from any view of future prosperity. The treasury of the Grand Division empty, there was no inducement to act further for labor's cause from a pecuniary standpoint.

Several superintendents and master mechanics issued circulars forbidding conductors and engineers from carrying him over their road and under penalty of dismissal.

Pursuing as a martyr to the cause the good work already started, just how, almost no one can tell or conceive, in the eyes of the greatest opposition, in one year from the beginning, found fifty-four Divisions in full operation and a good work firmly imbedded to become in a short time one of the country's permanent institutions.

The subdivisions did not appear to have names at first, and are not given as named in some instances even at the present time. Penn Treaty Division No. 71, Philadelphia, probably being the first to bear a name before its number. It will be recalled that many of the subdivisions now existing under the charter from the Grand Office bear a number used in many cases by a former subdivision, and in some cases removal from one place to another has taken place, and in time a name added to the number of the subdivision.

In their Constitution they had provided for the calling of a convention to organize a Grand Division, when there had been five subdivisions formed, but it was not until these ten were in existence that at a meeting of Division No. 1 on July 20, 1863, it was voted to notify all the Divisions to elect delegates to meet in convention at Detroit on the eighteenth day of August, in the Division room of No. 1, room 23, Merrill's Block, corner Jefferson and Woodward Avenues; this same room still occupied by them up to within a short time, if not at present.

In response to this call each of the ten Divisions were represented by a delegate at the time and place specified.

At this convention the Constitution and By-Laws were somewhat improved as their little experience was beginning to suggest, and provisions were made for the existence of a Grand International Division, which they proceeded to organize. These delegates, as their first annual convention, with a unanimity and earnestness of purpose worthy of the cause in which they were engaged, foretold the wonderful and glorious results that have followed. Here they laid the firm foundation of the Grand International Brotherhood of the Footboard, and it was thus organized, and

from it has been reared that magnificent structure of which we are so justly proud.

At the completion of its work the convention adjourned to meet in Indianapolis, Ind., Aug. 17, 1864.

In the election of the officers for the Grand International Division they made "The Father of the Brotherhood" their Grand Chief Engineer. The officers of the first International Grand Lodge of Brotherhood of the Footboard were:

Grand Chief Engineer, William D. Robinson, organizer of Div. No. 1 at Detroit.

First Grand Engineer, Charles Steele of Div. No. 5.

Second Grand Engineer, George Q. Adams of Div. No. 1.

First Grand Assistant Engineer, O. T. Johnson of Div. No. 7.

Second Grand Assistant Engineer, Frank Wheeler of Div. No. 4.

Third Grand Assistant Engineer, E. C. Redfield of Div. No. 6.

Until the sitting of the second convention nearly all the work was kept as secret as possible and places of meeting well guarded, and all outside movements had to be conducted so as to avoid suspicion as there were many curious onlookers ever desirous of knowing what was going on, and ever ready to thwart any plan or motive, however good, the Brotherhood was trying to carry out.

At the second annual session Brother William D. Robinson laid down the sceptre and continued as a member of the order, and was succeeded by Bro. Charles Wilson of Rochester, N. Y., who was Chief Engineer of Rochester Division, No. 18. It was at this meeting, it will be remembered, that the name was changed to Brotherhood of Locomotive Engineers and many important changes were made which have continued up to the present time. The organization was upon a firm and sure basis and in many ways was already being noticed as an institution.

September 5, 1865, the second annual convention was held at Rochester, N. Y., in the Hall of Rochester Div. No. 18, and Boston Div. No. 61, sent her first representative, James H. Prince of the Boston and Providence R. R., as delegate, who was also First Engineer of Div. 61 at that time.

From 54 Divisions in 1864 the numbers had reached 68, the last being in London, Canada, on the Grand Trunk Railroad. Some of the Division numbers were, however, vacant, but there was a total reported membership of 2941, and Div. 61 had 121 members, being second largest, Rochester Division having 137 members.

A sad event took place in this convention, and I desire to pass over it without mentioning it, but circumstances prevent. The late Grand Chief Engineer, and "Father of the Brotherhood" appeared at the door as a representative of Norwalk Div. No. 5. He was clothed with the proper credentials, but a veil of trouble overhung it all, and his seat was protested,—refused. A committee was appointed to investigate his case, which in their report sustained the charges. However, barred from his seat through matters pertaining to himself, so far as the Brotherhood or its work was concerned, no man was ever more faithful for the promotion of the welfare of the locomotive engineer, than the late brother and Past Grand Chief; yet, with all this, he was in the true sense his own prosecutor on this point, and no person or persons but himself, so far as the Brotherhood was concerned, was in any way the cause of his manifest downfall.

William D. Robinson was born May 22, 1826. Died November 7, 1890, aged 64 years. He was widely known by the older members of the fraternity, and for all of his misfortunes cast his lot for life with them.

"There can be no question as to his being the master spirit of the occasion.

"He foresaw the great necessity for combining the locomotive engineers for mutual welfare and protection. The abilities he displayed were of a high order—nature had been kind in bestowing upon him those qualities of mind and heart which in a marked degree enabled him to rise above his fellows.

"He had the courage of his convictions, and he went forth fearlessly in carrying out the plan of building one of the best institutions ever conceived for the locomotive engineers. Unlike many others who had laid the foundation of some noble and beneficent enterprise, and have died and passed away, long before the edifice had reached completion, he lived to see the great object of his life firmly established, and grander in all her most magnificent proportions, than could have been anticipated at the time of her birth.

"The name of W. D. Robinson will ever be associated with our history as a man whose self-sacrificing spirit is worthy of emulation. He and his fellow associates had to endure all the privations which were incident in overcoming the prejudices to such institutions as the Brotherhood. That they suffered that others might reap the fruits of their labor, no one will deny.

"Brother Robinson was a man of broad views, nothing narrow or contracted; his great mind and heart were always in sympathy for everything that would in any way tend to elevate humanity; his voice was always raised in defense of every known right that was ever vouchsafed to man.

"No eulogy of ours could do justice to this character who played so conspicuous a part in laying the cornerstone of the B. of L. E. We simply offer our tribute of respect to the memory of one whose labors were not in vain, and we trust his reward will be an everlasting inheritance in the great and eternal brotherhood of the Everlasting Father in Heaven."—B. L. E. Journal, Vol. 24, P. 963.

At his death he was a member of Vincennes Division, No. 289, and died of cancer of the stomach.

His successor in the office of Grand Chief Engineer resided in Rochester, N. Y., and conducted the affairs of the Grand Office for some time, and still retained his position as engineer on the New York Central Railroad. His labors in the B. of L. E. were conducted by correspondence and the active work was carried on by the officers of the Grand International Division. While it awoke some criticism among members, it proved a most wise policy. The membership increasing, new subdivisions becoming established, and an antagonism by railroad officials that had first been aroused, was beginning in many cases to be quelled.

## THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

In the foregoing pages of this work have been given as full an account as we have been able to gather as to what led up to and brought about the now immense organization—The Brotherhood of Locomotive Engineers.

It grew out of struggles of hardships which we as engineers of today know not of. True, indeed, we have many among us who can look back and recall the dark days of early railroad life, especially days that more particularly applied to the craft in the West and South. We can but feebly form an idea of what it was then. How many of us who as engineers now could operate the then up-to-date engines or do the work assigned at that time to the men in their regular duties from day to day? True we have our troubles now, but how many would care to exchange the old for the new? I fear all of you would answer in the negative. I would for one.

Today we rejoice in the grand and comprehensive principles of our order, Sobriety, Truth, Justice and Morality; emphasizing the fact that we base our strength, not alone upon the members in its service; but upon the material of which it is founded; the social standing, the honor, integrity, industry, and temperate habits of its members, and that they are all locomotive engineers in good standing.

These principles we cannot guard with too jealous care; they are the keystone of our Grand Triumphal Arch which now spans the American continent from ocean to ocean, east, west, north and south, and in its ties of brotherly union. They are the foundation upon which the whole superstructure rests.

The secret of its present existence and success, and the only principles upon which any association, either religious or secular, can hope to secure a successful and permanent standing, and accomplish results which will commend itself to the better thinking class of men and make any spot in the pages of future history worthy of our pride.

It seems, however, that these principles were not regarded with that importance and care which they deserved as a part of the requisites of success, during the early days of the order; but in many cases Divisions based their strength upon that fatal rock which has wrecked nearly every labor association, viz., depending solely upon their accumulated numbers for their powers, and thus necessarily instituting an aggressive and coercive policy. The original Constitution provided that none but men of good moral character and locomotive engineers in good standing should become members, but it did not specify any regarded term of service as an engineer, before one was eligible, consequently some Divisions chose to consider any one who could run an engine as an engineer, and thus opened the doors to firemen, also to some machinists, and a few were admitted.

It appears that Divisions opened their doors to all who applied, almost irrespective of qualifications or character; all that seemed to be necessary was numbers to make a strong combination.

The Grand Officers, however, entered upon their duty with a zeal and determination which foretold better things, but were surrounded with difficulties which would have discouraged many brave men. The burden of the work now fell upon the Grand Chief, who was at this time employed as an engineer upon the

Midland Division of the Michigan Central Railroad. The Duties of his office were new to him, as they were to all. New Divisions were being rapidly formed, all wanting advice and assistance, which severely taxed him with a daily growing correspondence. There was also an annoying delay in getting the Constitution and By-Laws, and other matter necessary for the prosecution of the business, from the hands of the printer, which added to his perplexities, it being nearly the last of September before he received them ready for distribution among the Divisions.

He was compelled to obtain leave of absence from his duties on the road and visit Divisions to assist and instruct them in their duties, and not the least of his trials at this time was the hostility he experienced from the master mechanic on the division of the road where he was employed, which grew from an evident dislike to Robinson personally, and especially as one of the originators of the Brotherhood, which he now particularly disliked, this finally culminated in the discharge of William D. Robinson from the service of the Company about the middle of November, 1863, and necessitating his seeking employment elsewhere, which was no easy matter at that time for one in his position, consequently fearing he would not be able to do so, he decided to cease to become an active participant in the great movement with which he was so prominently identified and tendered his resignation as Grand Chief Engineer on Nov. 17, 1863, three months after his election. This, however, was not accepted, but he was persuaded to continue in his good work the best he could. Soon after this it was decided that he should devote his whole time to the interests of the order, and travel for the purpose of organizing and instructing Divisions.

Now another difficulty presented itself; he found the treasury of the Grand Division was empty and their supply of Constitution and By-Laws was nearly exhausted. They were also in need of other printed matter necessary to carry on the work.

With the assistance of O. T. Johnson, F. G. A. E., he obtained two thousand copies of Constitution and By-Laws and other needed printed matter, on the credit of the Grand Division, the bill amounting to one hundred and sixteen dollars, and on the 4th of December, 1863, he started on his mission.

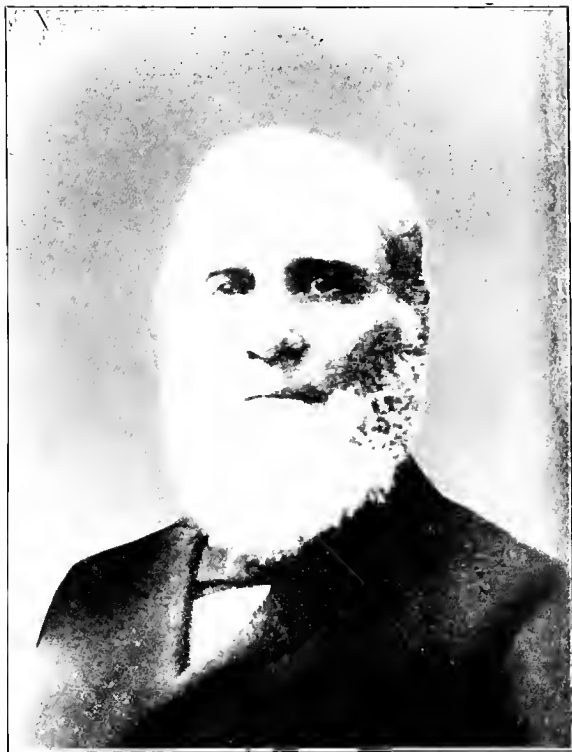
From that time to January 15, 1864, just one month, he visited fourteen Divisions already formed, organized six new Divisions, and granted charters to two others, travelling nearly four thousand miles during the time.

Soon after he arrived home Division No. 12 at Fort Wayne became involved in a difficulty with the officers of the Pittsburg, Fort Wayne and Chicago R. R. and called the Grand Chief to their assistance, and after advising with them he left the Division in apparently quite good condition and returned home; but very soon it became demoralized and destroyed their charter. The Division was very soon reorganized, however, by members on the Toledo, Wabash and Western Railroad. Previous to the Grand Chief's leaving home for Fort Wayne he had been called upon by George Q. Adams, then Chief Engineer of Division No. 1 at Detroit, who in view of the difficulties then existing, had been appointed a committee to request a call for a special session of the Grand Division to provide deficiencies in the Constitution, which failed to meet the demands of the emergencies constantly arising, and on arriving at Toledo he consulted with Charles Steele, F. G. E., when they decided to call the Grand Division together in Detroit, February 23, 1864, and the subdivisions were notified to that effect.

According to this arrangement the delegates convened in special session at the appointed time, and after due deliberation, passed such resolutions and amendments as the exigencies of the time seemed to demand. At this meeting wiser council began to prevail, and the Constitution was amended so as to prevent Divisions admitting firemen and machinists to membership. This session finished its work and adjourned Feb. 24, 1864.

Directly after this, the officers of the Chicago and Galena Union while it amounted to a reduction in pay, imposed additional labor, and besides, was a flagrant violation of an agreement entered into on the first of the preceding January (January, 1864) and a convention (union meeting) was called to meet in Chicago on March 10th. This consisted of delegates representing a large number of Divisions in the Western States, principally on roads running into Chicago. The Grand Chief presided at this meeting, and evidence was produced of a positive nature showing that there existed a conspiracy on the part of certain superintendents and master mechanics to destroy the Brotherhood in detail, and that Division No. 6 had been selected as the first victim.

At this meeting resolutions of the strongest and most able character which had ever been produced by any labor movement was passed. While they contemplated the reinstatement of members of Division No. 6 on the terms of Jan. 6, 1864, for the



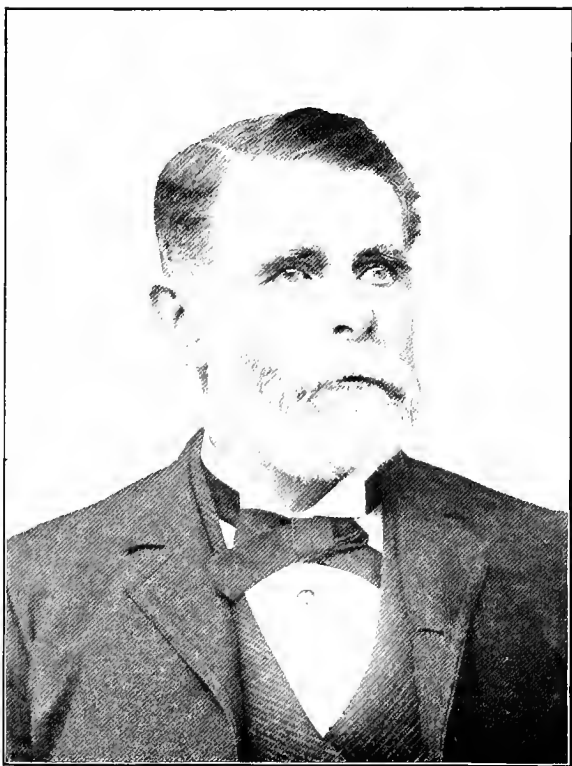
ISAAC R. CHASE. In service 44 years.  
Southern Division, Boston & Maine R. R.



LUCIUS TUTTLE, President,  
Boston & Maine R. R.



MELVIN O. ADAMS, President,  
Boston, Revere Beach & Lynn R. R.



ISAAC C. PINGREE,  
An Early Officer and a Veteran Engineer.

Brotherhood at large, they amounted to a declaration of rights and a vindication of the legitimacy of combination for protection or other purposes so long as such combination possessed no unlawful or treasonable features, and its success would have convinced capitalists that there was really some other power in existence besides the power of gold.

This movement, however, was premature, inasmuch as it was greatly in advance of the time, and the organization was as yet too imperfect, while the minds of the men were not prepared to act in concert in any movement of such a magnitude. The superintendents and master mechanics denied having been concerned in an attack on the Brotherhood, but there subsequently appeared in Fincher's Trades Review, private resolutions, which had been adopted at a meeting of the directors of that company, thanking the officers of other roads for valuable assistance rendered at that time.

After this meeting the Grand Chief started on a trip to do missionary work in the East, in the interest of the order. He organized Divisions at Altoona and Philadelphia, Pa.; Baltimore, Maryland, and Port Jervis, N. Y. This last completing the organization of the engineers of the Erie Railway.

At this time it was his intention to visit Boston and make a tour of New England, but while he was in New York he was called West again, and consequently never visited this part of the country again as an organizer.

About one year had now passed since the inception of the institution, and it had been an eventful one indeed, in its history; but no step had been taken backward, its adversities had taught their hard lessons for future guidance, and the order as a whole had profited thereby.

From this time till the meeting of the Second Annual Session of the Grand Division at Indianapolis, Ind., Aug. 17, 1864, nothing appears to have transpired of note. Notwithstanding all their trials and oppositions, the growth of the order during this, its first year, was almost phenomenal. Fifty-four Divisions had been organized, covering territory from Chicago and St. Louis in the West, to Albany, N. Y., and West Lebanon, N. H., in the East, and as far South as Nashville, Tenn., the Grand International Division showing at this time a prosperous condition.

The receipts of the year had been \$2,013.20; expenses, \$1,890.75; balance on hand, including \$11.16 in the treasury at the beginning of the year, \$133.61.

Of the expenses of the year W. D. Robinson, G. C. E., salary, \$950; O. T. Johnson, F. G. A. E., \$525.

## THE FIRST TEN SUBDIVISIONS.

It may be of some interest to know of the first ten Subdivisions that were represented at the first convention at Detroit to form the Grand National Division in August, 1863. Of the first ten organized 3, 5, 6, 8, and 9 have been defunct, and new Divisions taken their numbers. No. 2 was removed from Marshall, Mich., to Jackson, and now bears the title of Marshall Div. No. 2. This was removed Jan. 1, 1873, and No. 4 was removed in 1871 from Adrian, Mich., to Toledo, Ohio, Nos. 1, 7 and 10 only remaining where they originated.

It may not be necessary to dwell upon the causes of the demoralization of so many of the old Divisions, as it is as a whole well known, as we have had the history of their experience repeated in our own vicinity, and a touch of the trouble in our own Division in years agone. We have seen that they allowed some to become members—as has been our own experience—who were of no honor to the ranks of the order, and soon dropped by the wayside as a sort of Brotherhood tramps, often leaving behind them prejudices and personal animosities that led to dissensions and petty bickerings which time strove hard to overcome; but there were many good and true men who did unite themselves with the destinies of the order at the outset, doing themselves and the institution an honor for which we today have reason to be truly thankful, and many of them have stood gallantly and firmly in the ranks through all its trials and adversities, guiding and directing by their wise counsel and experience, and urging on to a higher and broader appreciation of our duties to the world, and to one another as members of our great fraternal Brotherhood.

A few of the originators of this grand work still remain in active service as engineers. Of the delegates who composed the convention at Detroit, August 19, 1863, O. T. Johnson, was later for some years in the insurance business at Des Moines, Ia. George Q. Adams later settled at Keokuk, Iowa, and having

invented a barbed fence wire, conducted the manufacture of that article. Frank Wheeler has been some years deceased. William D. Robinson is deceased.

As already stated the second annual convention of the Grand National Convention was to be convened at Indianapolis, Indiana, Wednesday, Aug. 17, 1864, and was called to order by the Grand Chief at 8.45 A. M., the Grand Officers all being present.

The prejudice at this time was such that no effort was made to secure transportation for delegates to and from the convention, yet thirty-seven of the fifty-four subdivisions were represented at the opening, and one more on the second day of the session. William D. Robinson, G. C. E., made a long and able report of the year's work and pointed out many needed improvements in the Constitution and By-Laws and general working of the order which experience had suggested. Many changes were made, and in fact almost the whole character of the order was changed and improved.

The name and title was changed to the Grand International Brotherhood of Locomotive Engineers. The form of initiation was changed and improved to render it more impressive and clothe it with apparent dignity. The office of Guide in subdivisions was created, his duties having been performed by the Second Engineer. Divisions 31 and 32 of Cleveland, Ohio, were consolidated as Cleveland Division No. 31.

Resolutions were passed with a view to prevent such conflict as the past year had experienced if possible. The F. G. A. E. was made the only salaried officer at one hundred and twenty-five dollars per month.

It was at this convention that the doctrine began to be advocated, that the success of the institution depended upon the improvement it would be able to make in the ability and character of its members.

The Grand Chief Engineer delivered an address during the session which so pleased the delegates that the following resolution was passed:

Resolved, That the annual address of our ex-Grand Chief Engineer be printed in pamphlet form for the benefit of the Brotherhood, at fifty cents per copy, the proceeds to go to W. D. Robinson, and the members will use their efforts for the sale of the same.

This was presented and passed after the election of officers, and the following brothers were elected to fill the respective offices:

Charles Wilson of Rochester, N. Y., G. C. E.

O. T. Johnson of Lafayette, Ind., F. G. E.

G. Q. Adams of Lima, Ohio, S. G. E.

Robert Laughlin of Hornellsville, N. Y., F. G. A. E.

Francis Wheeler of Adrian, Mich., S. G. A. E.

J. B. Brown of Terra Haute, Ind., T. G. A. E.

The estimated current expenses for the current year were \$2250, and the Grand Dues were fixed at \$1.50.

One J. C. Fincher, of Philadelphia, who had just started a paper there in the interest of labor, called the Trades Review, addressed the convention on the labor question, and his paper was adopted as the organ of the Brotherhood.

Fincher at this time was financially embarrassed, so as to interfere with his new enterprise, and resolutions were passed requesting the members to contribute through their divisions to a loan to assist him and use their influence to increase the circulation of his paper.

This convention was held in the Hall of Division No. 11 and the delegates worked with a will and determination to make the Brotherhood one of the recognized and permanent institutions of the country. Opening their morning sessions at 8 o'clock, holding three sessions during the day and working late in the evening, they accomplished an immense amount of business, and adjourned at 12.30 P. M. on Monday, August 22, 1864, to meet at Rochester, N. Y., Sept. 5, 1865.

This was during our late Civil War, and one circumstance may be worth relating here. There was a large number of Confederate prisoners confined near Indianapolis and excitement ran high in the city at this time, as a rumor was current that there was to be an effort made to liberate them. Consequently every stranger was watched with a suspicious eye and the delegates were followed from the hotel to their hall, and hall to hotel, by a file of U. S. soldiers and guarded during their sessions. The order had no permanent headquarters as yet. The new Grand Chief Engineer, Charles Wilson, remained at Rochester, N. Y., in the employ of the New York Central Railroad as an engineer, devoting what time he could to the interest of the order without neglecting his duties to the company.

Robert Laughlin, F. G. A. E., who was to devote his whole time to the work of the order, lived at Hornellsville, N. Y.

Immediately after their return home they commenced the preparation and promulgation of the new work, which involved considerable time and labor. The printing was done by J. C. Fincher of Philadelphia, who also designed the new charter, made necessary by the change in the name of the Brotherhood.

Upon the receipt of the new work the whole order seemed to receive a new impetus, and its growth and improvement was abundantly rapid.

Owing to the excitement caused by the difficulties at Chicago and the prejudice produced by a prominent officer of the order travelling for the purpose of organizing new Divisions, the Grand Chief Engineer decided to remain at home, and do the business as best he could by correspondence, and from the results, this seems to have been a wise policy.

Doubtful and suspicious railroad officials were hardly able to understand the quietude, while every effort was being made by the officers of the Brotherhood to win their confidence on the merits of the order. Old Divisions took new life and in many places were rapidly filling up with good men and new Divisions were springing into existence.

There was yet but one Division in New England, No. 13, one of the pioneers, having been organized by the engineers on the Northern Railroad of New Hampshire at West Lebanon, Dec. 28, 1863, H. A. Cheney being the leading spirit in the preliminary meetings, they having been held at his house, and he went to Detroit to obtain the work, and authority to organize a Division. On Feb. 18, 1864, this Division began to meet in Concord, N. H., and held their meetings alternately at that place and West Lebanon, N. H., till Dec. 14, 1864, when they located permanently at Concord, and remained there until they became defunct in 1876.

The Grand Division as yet was without a permanent home. The profound secrecy had not been without its fruits. Some railroads had become wise to the fact that it was beneficial to the men as employees, and at its third annual convention many delegates were favored with passes and the New York Central gave them an excursion to Niagara Falls, as a recognized body. They were being already hailed as of the better class of railroad men in the profession they followed.

Among the proceedings of this meeting they introduced the plan for bringing before the next convention some method of communication with different Divisions—a publication of some kind to be settled upon when they should again meet. While the message of the Grand Chief Engineer was short, and practically an apology for not being more active, the report showed remarkable progress and prosperity. The financial standing was now good, and a balance in the treasury of \$508.27. During the sitting of this convention the Grand Chief Engineer lost one of his children by death and the delegates attended the funeral in a body, also passed appropriate resolutions of sympathy and condolence.

The test oath for stranger members to use in visiting Divisions was adopted, also Finch's Trades Review was again indorsed for the coming year as an official organ.

During their stay at Rochester the delegates spent an evening with Mr. David Upton, master mechanic of the Western Division of the New York Central R. R. and Sunday morning by his invitation attended church in a body. All of the favors and attentions were duly noticed with resolutions and Sept. 11th adjourned to meet in Boston, Mass., Tuesday, Sept. 4, 1866. Notwithstanding that in the beginning of the foundation of the Brotherhood some of its members had experienced the pangs attendant upon several strikes, also not a few had lost their positions from being members of the Brotherhood, also many more had to contend with troubles that made their positions far from pleasant, they were beginning to see the dawn of a better day, and in the year 1865 and 1866 had, as a whole, entered a period of prosperity.

True it was many roads had kept up an untiring prejudice and opposition to the Brotherhood of Locomotive Engineers, yet no breaking out of open hostilities had so far made itself manifest. Not a little of this was kept back by the secrecy maintained by the brothers, many of whom on some roads had so secretly enlisted in their cause that they were unknown to only those of the order around them. The meetings in many cases were held in private, and at such times and places as to avoid suspicion; also when known their conduct was such that no bone could be laid at their door. Some roads were waging a relentless war, but in not a few cases were unable to find any victims among their employees. With at this time a tranquility in the affairs of the B. of L. E., a marvelous growth was steadily coming, there was destined later to be adversities that could not be turned to defeat, and even later

on, to avoid rupture, in some cases, subdivisions were removed or temporarily abolished. In this time some roads had become despotic in their rule, and were combined to make matters such as to endeavor to stamp out at a blow the entire fraternity of the engineers.

To go into the depths of the troubles of the country at large was not the design of this volume, but touch upon the history up to the time of joining Boston Division No. 61, and mention upon general matters of other Divisions so far as it related to them in connection with Boston Division No. 61.

It was the intention of your humble servant to give in a brief sketch more of the Grand International Brotherhood of Locomotive Engineers, also something further of the men who have from its organization down to the present time been its prominent officers, but the limited time first intended to produce, arrange and print such a work will not permit, also the volume it would make would be a work of years and not weeks, and attendant with great expense.

With the Brotherhood came its attendant fixed institutions, some of which at its organization were really unthought of, but came into existence as the proper time approached for their issue.

Annual conventions were inaugurated and continued until May, 1892, when the change was made to biennial conventions.

The first convention was held at Detroit, Mich., Aug., 1863.

First annual session at Indianapolis, Ind., Aug., 1864.

Second at Rochester, N. Y., Sept., 1865.

Third at Boston, Mass., Sept., 1866.

Fourth at Cincinnati, O., Oct., 1867.

Fifth at Chicago, Ill., Oct., 1868.

Sixth at Baltimore, Md., Oct., 1868.

Seventh at Nashville, Tenn., Oct., 1869.

Eighth at Toronto, Can., Oct., 1870.

Ninth at St. Louis, Mo., Oct., 1871.

Tenth at Philadelphia, Pa., Oct., 1872.

Eleventh at Atlanta, Ga., Oct., 1873.

Twelfth at New York, N. Y., Oct., 1874.

Thirteenth at Detroit, Mich., Oct., 1875.

Fourteenth at Boston, Mass., Oct., 1876.

Fifteenth at Indianapolis, Ind., Oct., 1877.

Sixteenth at Kansas City, Mo., Oct., 1878.

Seventeenth at Montreal, Can., Oct., 1879.

Eighteenth at Baltimore, Md., Oct., 1880.

Nineteenth at Louisville, Ky., Oct., 1881.  
Twentieth at Buffalo, N. Y., Oct., 1882.  
Twenty-first at San Francisco, Cal., Oct., 1883.  
Twenty-second at New Orleans, La., Oct., 1884.  
Twenty-third at New York City, N. Y., Oct., 1885.  
Twenty-fourth at Chicago, Ill., Oct., 1886.  
Twenty-fifth at Richmond, Va., Oct., 1887.  
Twenty-sixth at Denver, Col., Oct., 1889.  
Twenty-seventh at Pittsburg, Pa., Oct., 1890.  
Twenty-eighth at Atlanta, Ga., Oct., 1892.  
First biennial session at St. Paul, Minn., 1894.  
Second biennial session at Ottawa, Ont., 1896.  
Third biennial session at St. Louis, Mo., 1898.  
Fourth biennial session at Milwaukee, Wis., 1900.  
Fifth biennial session at Norfolk, Va., 1902.  
Sixth biennial session at Los Angeles, Cal., 1904.

There have been several special sessions and some which could possibly in the early history of the Brotherhood be called what we now term union meetings. Boston Division, No. 61, sent a delegate to the second annual convention in the person of James H. Prince, who also set in a special session convened June 12, 1865, also was a member of the Grand body at Boston in 1866 as delegate, and was elected Third Grand Engineer.

At the convention held in Boston the matter of a journal or magazine was acted upon, and with the advent of January, 1867, the monthly issue that we now have greeted the members (Jan. 17th) with issue No. 1, Vol. 1, and has continued to the present time.

For some years the output was small as the subscription was optional and there were many Divisions that not one of its body was a subscriber. It flourished and from time to time put out some able articles, agitated many matters of interest, and progressive ideas. It was the first magazine of its kind in the country. With but a few numbers at the first issue, it some time since passed the 55,000 mark. Its contributors have been some of the ablest writers in all of the arts, sciences and professions. Its moral tone second to none in the country, and its bearing toward all ever guided in such a manner, that it can be truly said, stands without spot or blemish. It has been constantly enlarged and improved and since November, 1898, it has been numbered among



W. B. PRENTER, First Grand Engineer.



W. E. FUTCH, President of Insurance.



M. H. SHAY,  
Secretary and Treasurer of Insurance.



PATRICK FENNELL. (Shandy Maguire.)  
The Poet of the Brotherhood.

the list of illustrated magazines, having prior to that time no regular enrollment of illustrations.

One of the first provisions of the order was material for a charity list. The Widow and Orphans Fund and Contingent Fund has imparted to the benefit of the widows, orphans and distressed members, thousands of dollars.

The Mutual Life Insurance connected with the Brotherhood was the first of its kind ever organized in this country for railway engineers. At first, independent, later a part of, and now incorporated under the laws of the State of Ohio, is operated in connection with the Brotherhood of Locomotive Engineers.

Beside what these pages have mentioned there are a host of channels that could be shown to have lent their aid to our fellow-men through the institution of the Brotherhood as a general body, and they long ago vindicated and proved their value, to all, and need no mention at our hand, and could but be feebly done should an attempt be made to do it.

## \*BOSTON DIVISION No. 61, B. OF L. E.

Soon after the convention at Indianapolis, Ind., in August, 1864, the engineers in the East began to realize the importance of associating themselves with the onward tide of progress in their calling, and those running out of Boston were next to fall in line.

On the evening of Dec. 2, 1864, there was a meeting held in the Olympic Theatre Building, later the Continental Clothing House, corner of Washington and Harvard Streets, to consider the subject of organizing a Division in Boston.

Maynard Bannister, Samuel B. Hobart and James M. Alger, of the Boston and Worcester Railroad, now the Boston and Albany; James H. Prince and Lemuel Cole, of the Boston and Providence; and John T. Otis of the South Shore Railroad—the two last named having since been merged by sublease by the Old Colony which later leased them) into the New York, New Haven and Hartford Railroad.

John T. Otis appears to have been “master of ceremonies” and Lemuel Cole, secretary. After some discussion it was decided to make an effort to effect an organization in Boston, and the selection of a delegate who should obtain the work with the necessary authority to organize a Division was considered. Samuel B. Hobart and Lemuel Cole were talked of but no appointment was made.

Maynard Bannister was appointed a committee to secure a more suitable place of meeting, and they adjourned for one week.

---

\*Taken from material in the possession of our late Brother, Dr. Robie, and possibly may have been taken from memory, as the first book of records gives a total of twenty-one. The first book of records, however, mentions nothing of the preliminary meetings, neither in the minutes of the first meeting does it tell who, by name, was initiated at that meeting. In the signatures in the front of the first book of records, under the names of the various roads where the men worked, all in an ink of different shade than used at a later meeting is the list of twenty-one members. The one left out in a statement in writing by the then First Assistant Engineer, S. A. Bragg, and now in the archives of the Division, was E. B. Stone—the first of the four signers, as employees of the Old Colony and Newport R. R. The signatures referred to are in the same shade of ink as the minutes of the first meeting, and evidently the writing was all done on the date affixed to the first meeting as a Division, January 6, 1865.

During the succeeding week all of the roads running out of Boston were visited and the engineers interviewed upon the subject and invited to participate in the movement.

At the next meeting, which was held in Hospitalla Hall, No. 712 Washington Street (present number), there were about twenty present, and considerable enthusiasm was manifested. After the matter was fully discussed, John T. Otis was elected a delegate to obtain the new work, and a charter, with authority to organize a Division of the Brotherhood of Locomotive Engineers, in Boston.

There appears to have been no record kept of just who attended the first or second preliminary meetings, but of those at the second meeting, besides mentioned as at the first, was W. E. White of the B. & P. R. R.

In this second preliminary meeting the locomotive engineers assembled, organized themselves into a body, and so perfected it that they were in perfect order to elect a delegate, and instruct him to take the proper steps to have them become a subdivision of the Grand International Brotherhood of Locomotive Engineers. In compliance with instructions and power, invested in Mr. Otis, he went to Rochester, N. Y., so as to be there at the next regular meeting of Division No. 18 which occurred on Saturday evening, December 17, 1864.

By the data furnished from several sources, and it all seems to be correct, as the record in every way has no confliction of statements, makes the first meeting Friday evening, Dec. 4, and the second, which was one week later, Dec. 11th, and eight days before the regular meeting at Rochester, N. Y.—which was “about one week” before the meeting at Rochester—all in Dec., 1864.

Appearing before the Division at Rochester, clothed with the proper credentials, John T. Otis of the South Shore Railroad of Massachusetts, was made a regular member of that Division and secured a withdrawal card, and authority to organize a Division at Boston, Mass., upon his arrival home. He secured a charter from the Grand Chief Engineer and such other material as was necessary to complete the work of installing the new Division.

At the following meeting which was also held in Hospitalla Hall on Friday evening, Dec. 30, 1864, Mr. Otis made his report and proceeded to organize Boston Division, No. 61, Brotherhood of Locomotive Engineers, and initiated five members, as follows:

Maynard Bannister.  
Samuel B. Hobart.  
James H. Prince.  
Lemuel Cole.  
Walter E. White.

They then proceeded to elect officers pro tem. and thus effect a temporary organization in compliance with the provisions of the Constitution, Article IV, Section 5, which read as follows:

“He shall obtain a withdrawal card from his subordinate Division, and shall proceed to initiate five additional members, who shall elect Division officers pro tem.; and when five more members are admitted in the regular form they shall elect permanent officers, and the First Assistant Engineer shall immediately forward the names of the officers to the F. G. A. E. with the date of the organization, and receive from him the number of the Division.

The next meeting was one week later, Friday evening, January 6, 1865, when fourteen were initiated.

## THE RECORD OF THE FIRST MEETING.

Boston, Friday Evening, Jan. 6th, 1865.

1. A meeting of the Brotherhood of Locomotive Engineers was held in Boston in Hospitaller Hall on Friday evening, Jan. 6th, 1865.

2. The meeting was called to order by Mr. Bannister from the Boston and Worcester Railroad.

3. It was voted that John T. Otis from the South Shore Railroad be chairman of the meeting.

4. It was voted that John T. Otis, after being duly empowered, proceed to initiate and organize as directed by the Constitution, which was done in due time and form.

5. It was voted to proceed to choose officers for the ensuing year to date from January 1st, 1865.

The following officers were chosen for the year:

C. E., John T. Otis from South Shore R. R.

F. E., Thomas J. Colby from Boston, Lowell & Nashua R. R.

S. E., James Prince from Boston & Providence R. R.

F. A. E., S. A. Bragg from Boston, Hartford & Erie R. R.

S. A. E., Maynard Bannister from Boston & Worcester R. R.

F. A. E., George H. Cheney from Boston, Hartford & Erie R. R.

Research and a study of the records, coupled with statements of some of the older members, indicates that all of the so-called charter members consisted of those who were considered members on that date (Jan. 6) when the meeting was duly organized and officered for business, and that applications received on that date—and there were at least a few—were acted upon, and the applicants taken in on the same day as new members, but were not considered as charter members.

Those who were made members at the first and second meetings are not named in the minutes of those meetings, but in the subsequent meetings nearly, if not all, are named, and the list is quite complete, for beginning with the third regular meeting, Feb. 3, 1865, the blank form of application was used, also candidates' names appear on the records of the meetings from that time.

The names of the first twenty members as furnished by First Assistant Engineer S. A. Bragg some time later, and now in the archives of the Division, were as follows:

John T. Otis, South Shore Railroad.  
Samuel B. Hobart, Boston & Worcester R. R.  
T. J. Colby, Boston, Lowell & Nashua R. R.  
J. F. White, Boston, Hartford & Erie R. R.  
William Lufkin, Old Colony & Fall River R. R.  
James H. Prince, Boston & Providence R. R.  
George E. Willey, Boston, Hartford & Erie R. R.  
George H. Cheney, Bridgewater Branch R. R.  
S. A. Bragg, Boston & Worcester R. R.  
E. S. Wallace, Boston & Worcester R. R.  
Ephraim King, Boston & Lowell R. R.  
E. S. Wright, Boston, Lowell & Nashua R. R.  
John C. Wilber, Boston, Lowell & Nashua R. R.  
C. F. Hastings, Boston, Lowell & Nashua R. R.  
Lemuel Cole, Boston & Providence R. R.  
William F. Bowman, Boston & Providence R. R.  
Walter E. White, Boston & Providence R. R.  
G. G. Wyman, Bridgewater Branch R. R.  
S. E. Decrow, Old Colony & Newport R. R.  
Maynard Bannister, Boston & Worcester R. R.

(The twenty-first member was omitted—E. B. Stone.)

The date of meeting was the first and third Fridays of each month, and for some time the meetings appear to have been well

attended and initiations were a part of every session. Friday appears to have been selected because late trains left Boston on that night on nearly every road running out of Boston, as theatre trains were not in vogue at that time, being run as a rule one or two nights in the week. Some of the members who attended from out of town made their way home on a night freight. This was the case of those that lived in Lowell at that time.

When the first Chief Engineer, who at that time lived in Duxbury, came to the meetings, he was paid one dollar and fifty cents per night for expenses, and the account appears upon the early books of the Division.

The By-Laws governing the Division were evidently the same as those governing other subdivisions at that time, as such were mentioned as part of the paraphernalia brought from the Grand Office in company with the charter, save possibly some sections which should be appropriate or fitting to Boston Division's circumstances, for Feb. 3, 1865, Thomas J. Colby, James M. Alger and Edwin B. Stone were made a committee on By-Laws, and at the same meeting John T. Otis was made a committee on printing, and the first printing was issued during the month and probably before the next regular meeting, and was as follows:

## BY-LAWS.

### Article I.

Section 1. This Division shall be hailed and entitled as Boston Division, No. 61, of the BROTHERHOOD OF LOCOMOTIVE ENGINEERS under the jurisdiction of the Grand National Division of the B. L. E., instituted at Detroit in August, 1863.

### Article II.

Section 1. Regular meetings of this Division shall be held on each Saturday evening.

Section 2. Special meetings may be held at the pleasure of the C. E. or by the request of seven members or more.

Section 3. The hour of regular meetings shall be at 7 o'clock P. M., from October 1st to April 1st, and at 7.30 the remainder of the year.

Section 4. Eleven members including the C. E. or F. E. shall constitute a quorum to transact all ordinary business, but three or more members with the C. E. or F. E. shall have power to initiate a candidate that has been elected at a regular meeting.

### Article III.

Section 1. The election of officers of this Division shall consist of a C. E., F. E., S. E., F. A. E., S. A. E., T. A. E. Their duties shall be such as are set forth in the Constitution and By-Laws of the G. N. Division.

Section 2. The officers shall be elected by ballot annually, on the last regular meeting in December, and shall hold the office for one year.

Section 3. In case of the withdrawal, expulsion or death of any officer, his place shall be filled by a majority vote of all the members present. Such election shall take place only after it shall have been announced by the acting C. E., and laid over two meetings.

### Article IV.

Section 1. The annual dues of each member of this Division shall be Three Dollars, payable quarterly, in advance, commencing January 1st, April 1st, July 1st, October 1st.

Section 2. Any member neglecting or refusing to pay his dues to the Division for six months after being notified (unless excused) by a two-thirds vote of all the members present at a regular meeting shall have his name stricken from the books, and can only be reinstated by paying his dues and an additional fee of two dollars, and receiving a majority vote of the Division.

Section 3. Wilful neglect or refusal on the part of any member to pay his dues for one year after notification, shall subject him to expulsion, and he cannot become a member again without paying up his dues and being balloted for as in case of a new member.

Section 4. Any member guilty of conduct unbecoming to a Locomotive Engineer, or committing a breach of the rules or regulations of this Division, or of these By-Laws, or knowingly shall propose an unworthy person for membership, or shall withhold any of the funds of this Division, or refuse to deliver the same when legally called upon to do so, or shall make public any part of the proceedings of this Division, shall subject himself to such penalties as the case might seem to require, or the Division may determine.

Section 5. No member shall be put on trial unless charges duly specifying his offence shall be submitted to the Division in writing.

## Article V.

Section 1. It shall be the duty of the C. E. to appoint members as a Finance Committee who shall hold their office for one year. Their duties shall be to examine all bills and accounts that the Division may refer to them, and report the state of the funds of the Division when required so to do.

Section 2. All members of this Division shall constitute a committee to visit the sick.

Section 3. When any member of this Division is taken sick, it shall be his duty to report himself to the nearest member that he can reach.

Section 4. When any member is thus notified of a sick member, it shall be his duty to inform the F. E., S. E., or F. A. E. When any one of the above Officers is notified of a sick member, it shall be his duty to appoint a committee of four members, besides himself, whose duty it shall be to visit regularly any such sick member and render him all the aid and comfort in their power.

Section 5. The above committee shall report the full particulars of each case at the first regular meeting of the Division thereafter.

Section 6. Any member, after having accepted the appointment of committeeman, who shall neglect to perform the duties assigned him, shall subject himself to such fine or reprimand as a majority of the members present may think proper to inflict.

Section 7. Standing as well as Special Committees shall make their report within the time ordered by the C. E., unless an extension of time is granted by the Division. All members who are appointed on committees shall feel bound in honor to give patient and diligent attention to the business of their appointment, and report their conclusions without fear or favor.

## Article VI.

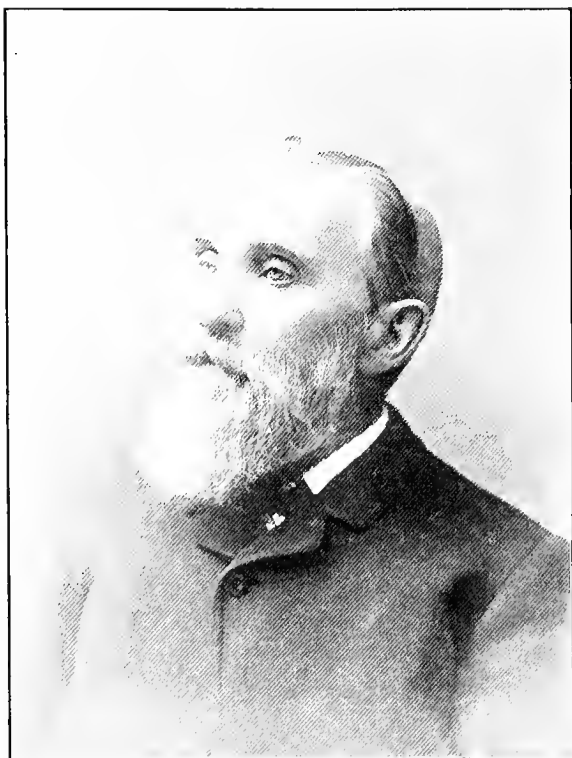
Section 1. Occasional intoxication shall subject a member to censure of the Division. Habitual intoxication, or a member intoxicated while on duty, shall be immediately expelled, and a committee appointed to inform the proper officer of the company of such expulsion.

## Article VII.

Section 1. No member shall refuse to vote or ballot unless excused by the Division.



SUMNER A. BRAGG.  
The first F. A. E. of Division No. 61.  
A member of Division No. 63.

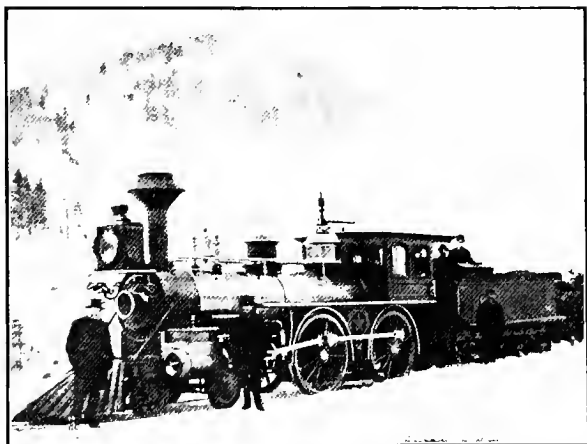


EPHRAIM KING.

A Charter Member. In service 60 years.



WALTER E. WHITE.  
A Charter Member. A Veteran Engineer.



ENGINE CHARLES RIVER.

Owned by N. C. Munson. Run many years by Sumner A. Bragg, and the first engine to go through Hoosac Tunnel. W. L. Hobbs, P. C. E., or Division No. 61, its engineer, and late Bro. Geo. L. Foote, fireman, Bro. C. W. Wells one of the brakemen.

## Article VIII.

Section 1. These By-Laws can be altered or amended only by a vote of two-thirds of all members present at a regular meeting, and on previous notice having been given of at least four weeks.

## Article IX.

Section 1. The remaining part of this Constitution the candidate for membership will receive when admitted into the Association.

The foregoing By-Laws of Boston Division No. 61, Brotherhood of Locomotive Engineers, were issued in pamphlet form, and printed by Blossom & Easterbrook of Boston, bearing the date of 1865. They were in use for a long time with the exception of a few minor changes and additions.

Several issues have been made by the Division, and from time to time some additions and changes, but the vital points of the first copies have been retained, strengthened and improved, showing in each case an onward march, with no step backward.

The meetings upon all occasions have been governed and held in accordance with the By-Laws of the subdivision, as well as in accordance with the Laws of the Grand International Brotherhood of Locomotive Engineers, and which it appears have from the beginning furnished to all subdivisions such rules and regulations as necessary for the government of the affairs of the order as a whole, requiring only such special rules for the subdivisions as were occasioned by their own peculiar circumstances.

There are many committees now appointed from time to time who as such date from almost the birth of the Division, but in many cases are only referred to occasionally in the records. If appointed or elected regularly they are not always noted down. Many times they are referred to casually as if they, or it, were a fixed figure known to all. On this account to give a detailed account would be impossible; then, too, absence of records from 1870 to 1885, a space of fifteen years, takes a portion of our history that is truly valuable.

Our present Constitution and By-Laws in use since about 1875 was made up apparently from another book of records existing between the early book now loaned for use in this work and the aforementioned book, and in making the new list of names, all who had become non-members, in any way, were dropped.

It so happened the monthly journal during that space of time contained many valuable items, and recorded quite a little of vital interest, and names of a great many members who united with the Division after August, 1870, and left it previous to 1875 have been recovered, also some accounts of value that probably would appear on the missing meeting minutes from 1870 to 1885.

From the closing of the first book of records to the resignation of our late Brother C. E. Dean, in September, 1885, practically nothing telling of what transpired in our meetings exists to the knowledge of the Division. Brother Dean's term of office as F. A. E. covered a space of over ten years.

After the organization of the Division was fully perfected the growth was rapid and meetings well attended. They were not always harmonious, and sometimes bitter discussions were entered into that brought forth sharp criticisms, sometimes of a general, and not infrequent personal nature, and words were spoken that have left an everlasting impression and whose influence has borne down upon us to the present time.

The above reference in one case at least was brought about principally by one brother who was of that class of enthusiasts we sometimes see devoting their whole energy to the interests of one hobby; and his was the religious and temperance aspects of the order. He was decidedly radical and orthodox in his views, and attempted to force them upon the Division and brothers, and thus bring all up to his special high ideal of perfection in a moment, by precept as it were, without convincing by friendly argument or wasting the time always required to educate people to any real needed reforms.

While the brothers of this Division have always been ready and willing to listen and lend their aid to any policy which would promote the interests of any real reforms upon any real high, broad and liberal basis, either among its individual members, or as a whole, it is impossible, coming as they do from the people at large, and representing nearly all classes of religious and political denominations, for any one member to force his pet belief—however sincere he may be—upon them as a class; and one who attempts it by constantly, upon all occasions, keeping his schemes before them, soon becomes a bore and loses the respect of those he so earnestly desires to benefit, and his efforts fall to the ground unheeded and he is shunned by many.

This condition of things prevailed at this time, and it was the cause of keeping many worthy brothers from attending our Division meetings.

Time, however, the equalizer of all, did its work, and matters settled down to comparative harmony.

Here I wish to add something that came to me from an early brother member who for many years was a constant attendant when opportunity offered, and many years ago was transferred to a distant Division and is yet a member in good standing. He would have been a charter member had his foreman not "got wind" of what was transpiring and kept him at work the meeting nights till by accident he was off duty and attended a meeting six weeks later and was initiated.

He was a constant attendant as long as he was a member of our Division, and no less constant since, as the columns of our journal show, even though he penned many lines under a "nom de plume."

The troubles I have referred to above in an off-hand manner fairly at one time "cleaned out our hall," save perhaps a few of the most true and tried. It were dark days, and things were very disagreeable. The handwriting upon the wall was almost visible. The pride of many brothers was tottering and swaying under the regime which was so unbearable. Each meeting was threatening to be the last; however, there was a brighter day coming, as you now witness. The cloud of apparent destruction ceased to rain as it were, and the reign of its producer seemed to cease, but the cloud was there, and not to pass over for some time.

In these dark days a faithful few met constantly on the days of the meetings and occupied the room and enjoyed themselves as best they could, talking, reading, smoking, etc., till about time to wend their way homeward, and then depart. The meetings in more than one instance were recorded on the books with proceedings, when in fact there was not a quorum, simply to save the charter that hung upon the wall.

Such has been given for fact, also we have listened to a repetition of this conversation in open meeting within our hall under the "Good of the Order."

Such men as I refer to above are more to us than we can conceive. Who have we more reason to be proud of than they who clung to the wreck and saved to us what proves so valuable now? I presume some of those are members now and sit with us from time to time. Some have long since finished their last run

in this life, laid down their scepter and gone to that land from whose bounds no traveler returns.

Such is some of the early history of our Division, if I am allowed to give it, without using names, and may be the cause of absence of some of our records. Before going further with the written or printed record it may be well to add something of the first twenty years that have come to our knowledge from many worthy sources.

It will be recalled by many of the older brothers that in those days no Sunday trains were run, also nothing but the churches were open Sundays, also no Sunday issues of papers. That the work of the railroads practically ceased Saturday nights, and conveyance for those members from out of the city was not to be had.

Friday evenings there were more late trains as a rule than on other nights, but all the roads did not run theatre trains then, but some of them run the theatre trains on other nights.

Most of the roads that did not accommodate the brothers on Friday evenings with passenger trains, had freights that they could use, and is given as why Friday nights were selected for the meetings.

Then, too, there was to some extent at least the same trouble that was experienced in the Western and Middle States regarding the officials, and in some cases absolute secrecy was compulsory to attain the desired object.

In not a few cases the same trials and tribulations were met with as some of the brothers in the West experienced, and no apparent relief could be looked for without some method of placing the employees on a footing so that they could speak and be heard, and make their listener feel that there was business in what they were talking about.

The move was long and necessarily slow, but the advance was made, inch by inch, and of such a nature that there was no real move backward, but ever pushing forward kept the brothers in the East fully in line with those in the West.

Secrecy had to be observed and men were watched that suspicions fell upon as likely to become members. Places of meeting were changed frequently; more than once a new meeting place was had, and in at least one instance one place was hired while the meeting was held in another hall to throw suspicious parties off the track of the members. Excuses to get off duty were often used to cover up the real reason of wishing to be present at the meetings, and in

some instances members, and would-be members, were kept from attendance by their superiors. Yet for all this a steady, constant growth was manifest, as we can plainly see by the financial condition at that time.

The prosperity of the Division during its early days was remarkable. At the end of three months it had eighty members. This made four hundred dollars for initiation fees, and the rent for places of meeting was about two dollars and a half.

Of the first twenty-one charter members it was the intention to give a good descriptive sketch, but have been unable to do so with the degree of success desired. Then, too, there were many more who, if they could have attended the first two initiatory meetings after they had received their charter, would have been among those who are now known as the "first twenty-one."

The organizing of the lodge being in December and January, attendant with cold weather, was no little detriment, and many who would have been among the first had to labor in that part of the day and evening which made attendance impossible. For the benefit of the younger members, to give a better idea of road service at that time, the Sunday service in and out of Boston on all the roads probably employs more men today than the roll of week day service in 1865 and 1866. It certainly does on some lines, and investigation would possibly show a greater quota as a whole now for Sunday service than the week day service at that time.

John T. Otis appears to have been a leading man; obtaining membership at Rochester, N. Y., also the charter from the Grand Chief Engineer and organized Boston Division No. 61, and became its first Chief Engineer.

He was engineer on the South Shore Railroad, residing at Cohasset, Mass., then the end of the line, but later extended to Plymouth, Mass. Its northern end was at Braintree, Mass., where it formed a junction with the Old Colony and Newport R. R., as then known. Its length was eleven and a half miles. The South Shore later became the property by lease of the Old Colony R. R.

He was an enthusiastic member and a constant attendant, but a change took place that is not explained by the records or tradition. He ceased to be an active member and was dropped for non-payment of dues. June, 1871. (Journal 7-71.)

Samuel B. Hobart run on the Boston and Worcester, later known as the Boston and Albany R. R.

He was a member until March, 1867, when he was dropped for non-payment of dues, but later reinstated and continued a member, being on the list as late as January, 1873. He later dropped his membership and after a long illness died a non-member.

Thomas J. Colby run on the Boston, Lowell and Nashua Railroad, and was a member for some years. He later gave up the road service and entered the shop, where he worked many years. About the time of entering the shop he severed his connection with the Division. He died about 1900 in Somerville.

J. F. White was an engineer on the Boston, Hartford and Erie, later known as the New York and New England, and operated at the present time as the Midland Division of the N. Y., N. H. & Hartford. His name was dropped from the list before the use of the present Constitution in 1875.

William Lufkin was employed upon the Old Colony and Fall River Railroad, later known as the Old Colony. His name was dropped prior to the use of our present Constitution and By-Laws.

James H. Prince was an active member for some years and with John T. Otis, the ringleaders. He was First Engineer of Division 61 in the year of 1865, and delegate to the conventions of 1865, the special session, also in 1866, and Chief Engineer of the Division in 1867, succeeding John T. Otis. In 1873 he had been a railroad engineer twenty-seven years. (Journal, Vol. 7, page 121.) He was a constant attendant and active member, and ever prominent in the affairs of the Division for many years. In March, 1881, he was granted a final withdrawal card and left the Division. He is now deceased.

George E. Willey run on the Boston, Hartford and Erie Railroad, and was a member some years, but dropped his membership prior to 1875.

George H. Cheney at the first meeting under the charter was chosen Third Assistant Engineer and was employed on the Boston, Hartford and Erie R. R., and appears later to have worked on the Bridgewater Branch R. R., which was later a part of the Old Colony R. R. He is reported to have been dropped before 1875.

Sumner A. Bragg. He was elected at the organization First Assistant Engineer and held the office one year. He is given in the books of the Division as from the Boston, Hartford and Erie R. R. He had also been secretary at one of the preliminary meetings. Born in China, Me., Nov. 27, 1827. He commenced work on the Taunton Br. R. R., going from there to the Boston & Prov-

idence R. R., and later to the B., H. & E. R. R. He was employed fifteen years by N. C. Munson filling in the Back Bay, Boston. In 1872 he worked on the B. & A. R. R., running out of Springfield for 26 years, resigning in 1898, after a service of 48 years on an engine, and resides at West Springfield. He was admitted to Div. 63 from Div. 61 by card in 1877.

E. S. Wallace was an engineer on the Boston and Worcester Railroad, and was dropped from membership in April, 1867, reinstated later and a member in December, 1872. According to our Constitution and By-Laws he was not a member in 1875.

Ephraim S. King, an engineer on the Boston and Lowell Railroad, was till within a short time in active service, and as yet in the employ of the B. & M. R. R. at the Southern Division engine house (Boston and Lowell) at East Cambridge. For some time he has been the only charter member connected with the Division, and always in good standing. He is undoubtedly the oldest engineer now holding a position with any railroad in the country, his term of service dating from 1846.

E. S. Wright was employed on the Boston and Lowell Railroad, where he was in active service many years, but retired some years ago, his name not appearing in our present Constitution and By-Laws indicates he separated from the Division before 1875. He resides in Westford, Mass.

John C. Wilbour was of the Boston and Lowell Railroad, and resided at Cambridge and Lowell. In 1886 was made foreman of the round house at East Cambridge, where he continued till 1888, when he entered the service of the Old Colony Railroad at Roxbury. Health failing, he gave up work and was cared for in his last sickness by the Brotherhood, dying at the age of fifty-four years. December, 1878, he was dropped as a member of the Division and reinstated October 9, 1887. Many years he was an active member and in the year October, 1872, to October, 1873, was the First Assistant Engineer. He also served on many committees.

C. F. Hastings was of the Boston and Lowell Railroad. He was one of the first to be called by death from our Division of the original members. He was deceased before 1875, and was a member in good standing.

Lemuel Cole was employed on the Boston and Providence and was one of the active members at the preliminary meetings, and at the first meeting Dec. 4th, 1865, acted as secretary. His name dis-

appeared from the record before 1875, but reported to have been in service in 1883.

William F. Bowman was employed in active service on the Boston and Providence R. R. and was many years a member of Boston Division. He was in train service up to 1888, and May 5th of that year was placed upon the honorary list.

Walter E. White was employed on the Boston and Providence Railroad and run between Dedham and Boston. This brother was the engineer of the engine B. B. Torrey at the time of the "Bussey bridge" accident in 1887. In May, 1889, he left the service of the railroad on account of himself—he ever having felt at heart the horrors of the event at "Bussey bridge." He was highly honored by the railroad company and left a record without a blemish. He retired to private life on a farm near Greenfield, Mass., and is still living. He was placed on the retired list May 25, 1889.

G. G. Wyman was an engineer on the Bridgewater Branch Railroad, later merged into the Old Colony and Newport Railroad. His name is not on the list of members in 1875, and I have learned nothing further of him.

S. E. Decrow was an engineer on the Old Colony and Newport R. R. He was a member in 1875, but no further mention is given of him, when he left the Division; has not been found.

Maynard Bannister was an engineer on the Boston and Worcester Railroad. He remained in the Division many years and left the Division, probably about the time of giving up work on the road. In 1865 he was Second Assistant Engineer. He died a non-member in 1883 after a long illness.

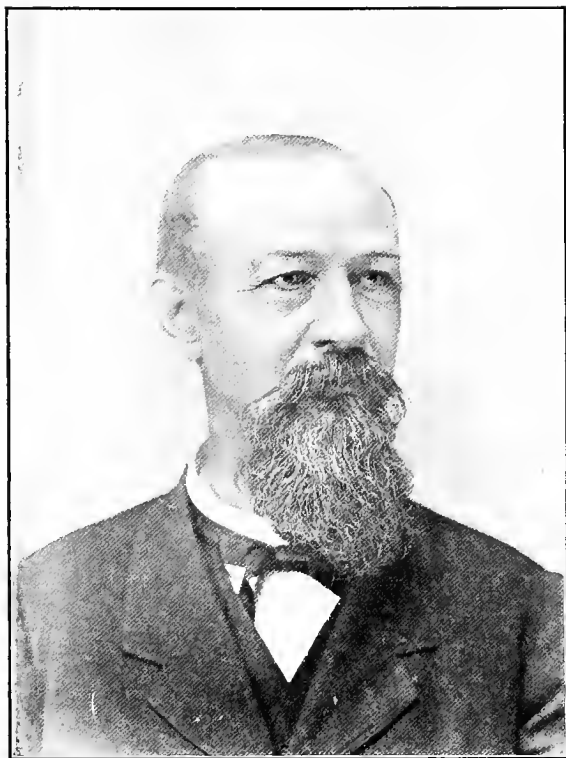
Edwin B. Stone run on the Old Colony and Newport Railroad. He died a member, of paralysis, June 21, 1874. He was a member of the Protective Association of 1855 of Baltimore.

#### TIME AND PLACE OF MEETING.

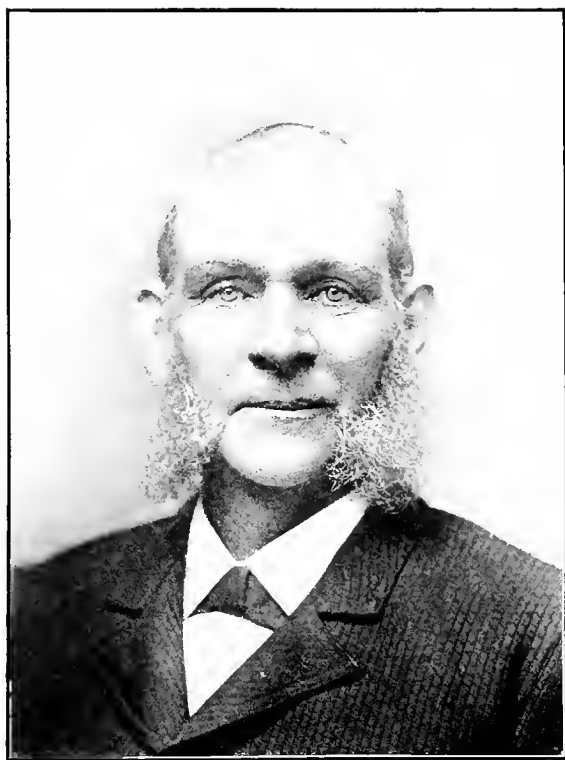
After the organization of Boston Division the meetings were held in Hospitalla Hall, 593 Washington Street, as then numbered (but up to a short time ago, at least, numbered 712), until September 29, 1865, when they removed to No. 3 Tremont Row, known as Evans Hall, room 38, and often referred to by many of the older members as being on "Howard Street," it being on the corner.



JAMES H. PRINCE, Chief Engineer.  
January, 1866 — October, 1867.



GEORGE E. BOYDEN, Chief Engineer.  
October, 1867 — July 23, 1868.



GEORGE H. SANDERSON, Chief Engineer.  
July 23, 1868—October, 1872.  
October, 1873—October, 1874.



GEORGE F. SMITH, Chief Engineer.  
October, 1872 — October, 1873.

The meetings were held on the first and third Friday night at eight o'clock, but July 1st, 1868, the meeting was changed to the first and third Wednesday. The rooms at Evans Hall were at times inadequate, but the Division continued to occupy them, although uneasy and restless for a change.

Leaving there about Oct., 1871, the exact date not appearing, quarters more agreeable to the Brothers were found in the Reynor Building, No. 74 Hanover Street, where they continued until January 31, 1890. In 1878 the time of meeting had been changed to the second Sunday at 11 A. M., and fourth Saturday at 8 P. M., and for a time a third meeting was held, but afterward abolished.

Feb. 9, 1890, the Division held a meeting in Redmen's Hall, 514 Tremont Street, and in the minutes of that meeting we find "Voted that Div. 61 be excused from meeting in Redmen's Hall." The following meeting, February 22, 1890, was held in Engineers' Hall, 149 Staniford Street, and continued there till the removal to the present commodious rooms, 164 Canal Street.

Feb. 9, 1890, by vote of the Division the meeting of the fourth Saturday was changed to the fourth Tuesday at 2 P. M. March 23, 1896, the week day meeting was changed to be held the fourth Wednesday, and April 12, 1896, the hour was changed from 2 P. M. to 1 P. M., it being "made permanent."

A few meetings have been passed for want of a quorum, but extra meetings have been called from time to time equal in number to those not held for lack of membership, and from the meeting January 6, 1865, to the present time there have been held (1906) fully one thousand meetings.

## CONVENTIONS, UNION AND SPECIAL MEETINGS.

Division No. 61 has from almost its first organization had part in conventions and union meetings.

The Third Annual Convention, which was the fifth convention of the Grand International Brotherhood of Locomotive Engineers, took place in Boston, November, 1866, and James H. Prince, C. E. of Boston Division in 1866-1867, was also delegate and Third Grand Assistant Engineer of the Grand International Division. He had represented Boston Division at Rochester, N. Y., in 1865, and served on the Committee on Constitution and By-Laws of that year.

The convention opened and was held Nov. 14th, in Hospitala Hall, and was apparently a success, being represented by delegates of eighty-four Divisions. Division 61 gave a banquet to the officers and delegates at the United States Hotel, Nov. 19th, and they were served with an oyster supper.

Tuesday, Nov. 20th, the Boston and Lowell Railroad invited them to go to Lowell by special train, and in a body visited the mills, also the Lowell Manufacturing Company, one of the leading machine shops of the country at that time. They also visited Providence by special train, and inspected the Rhode Island Locomotive Works.

The Fourteenth Annual Convention of the Brotherhood of Locomotive Engineers also convened in Boston in October, 1877. It was a convention of great importance and was entertained by Division No. 61, and was far more successful than was anticipated. Troubles on many roads had made it a "trying hour" and the affairs were carried through far better than anticipated. One hundred and eighty-four Divisions were represented. A banquet was given the Grand Officers and delegates at the United States Hotel, and it was also attended by many prominent men. Sunday, Oct. 21st, by invitation, the convention attended divine worship at Tremont Temple and listened to an eloquent sermon by Rev. Dr. George C. Lorimer. In the evening they attended service in the Tabernacle under the auspices of the Young Men's Christian Association.

Several places of interest were visited, including Masonic Temple, during the stay of the members of the Grand Lodge in Boston. In this convention there was much business of vital importance transacted, and when it closed, to meet the following year at Indianapolis, Indiana, the organization found itself in far better condition than could have been expected, and established on a firmer basis than ever, also Division 61, which was seeing some of its "darkest days," was reviving, and with a healthy growth, was gaining lost ground, also gaining the confidence of many who prior to this time had never been its supporters or sympathizers. This was the last time the Grand International Brotherhood of Locomotive Engineers was convened in Boston.

The absence of records in the early history of the Division leaves the compiler without data on the subject of union meetings or public celebrations, of which some meagre information has been imparted, but of such a nature that at best only an inference can

be drawn. The first union meeting recorded was held by Boston Division, No. 61, Sept. 18, 1887. At a regular meeting, March 10th, a committee of one from each road was chosen to find out how many were in favor of it. It appears that the plan was thought favorable as a committee of thirty-five were appointed, and the meeting was held in Boston Theatre, Sunday, Sept. 18th, 1887, and was presided over by our late worthy Grand Chief Engineer P. M. Arthur, and to a large and attentive audience delivered an eloquent and able address.

June 9, 1889, a special union meeting was held in Odd Fellows Hall, 515 Tremont Street, at 10.45 A. M., conducted by Chief Engineer C. S. Bussell, and our late Grand Chief Engineer, P. M. Arthur, presided. In the records we find among those present and took part, Brother Dennis McCarthy of Div. 57, Providence, R. I.; Brother Parish of 205, and Brother W. E. Meade of Division 61.

Sept. 13, 1896, Division 61 took part in a union meeting at Worcester, Mass., held under the auspices of Worcester Div., No. 64. Among those present were our Grand Chief, P. M. Arthur, and Shandy Maguire (Brother Patrick Fennell of Oswego, N. Y.) A special train conveyed the members of Boston Division to Worcester, over the Boston and Albany railroad. There have been many union meetings in the eastern part of the United States and Canada, that from time to time have been visited by delegates from Division No. 61, and which more and better particulars than we can give here can be found in the columns of the Journal, and which in reality belongs to the history of other Divisions. The fruits of these meetings can no doubt be great, for it has helped to cement the ties of fraternity together, between one Division and another, also brought into closer touch the members and their belongings, both as members, brothers, and as well, as engineers, making more fraternal the aims, objects and developments of the man and the locomotive engineer.

A union meeting of Division 61, 312 and 439, B. of L. E., Divisions 122 and 157, O. R. C., Lodges 57 and 485, B. of L. F., Lodges 97, 404, 486 and 507, Brotherhood of Railway Trainmen, was held Dec. 19, 1897, in Boston Theatre. A general committee of forty-five was appointed from the organization and C. K. Mitchell of Boston Div. No. 61, B. of L. E., was chosen chairman. J. W. Hill of Lodge 404, B. of R. T., secretary. A fine programme was issued under the title of "Schedule," and provided with a musical entertainment, among which was the Talma Ladies' Band of

Providence, Miss Helen May Butler, leader (daughter of our late brother, Lucius M. Butler, Master Mechanic of the N. Y., N. H. & H. R. R. at Providence).

Grand Chief Conductor E. E. Clark, represented the Order of Railway Conductors. Grand Chief Fireman F. P. Sargent, represented the Brotherhood of Locomotive Firemen, and Grand Master P. H. Morrissy, of the Brotherhood of Railway Trainmen, represented that organization. Each delivered a most worthy and eloquent address, and spoke to a well filled house, and the meeting was a success and from which many benefits were derived. Among the attendants were many railroad officials of high standing, and who took much interest in our welfare and spoke highly of our undertaking.

### EXCURSIONS AND ENTERTAINMENTS.

Excursions and entertainments have been held nearly every year since the organization of the Division, and by the able management of the officers in charge have been well patronized and enjoyed, and have proved a worthy object for the benefit of the brothers and their families.

The event has not always been noted directly on the record and just when and where referred to at times by allusion, which with much regret leaves us without an opportunity to only know that the fact happened.

Excursions have usually taken place annually in the summer to some resort till nearly all within reach have been patronized one or more times from Portland and Old Orchard, Me., to Lake Winnetoesaukee and Sunapee, N. H., Hoosac Tunnel and Lake Quinsigamond, Mass., Narragansett Bay, R. I., with its various points of interest, to Martha's Vineyard, Plymouth and Nantasket Beach, Mass., and other points within the range of the circle the given points describe.

The first excursion noted upon the records was that of June 15, 1873, which was made jointly with Worcester Division, No. 64, to the Hoosac Tunnel.

Entertainments have been had as we see at times referred to in the record, but just the nature has not been manifest. Some of them have been in connection with meetings, either regular or special, and appear to have been both instructive and amusing, and in all cases of high order and thoroughly entertaining.

Of late years, many meetings have been supplemented with entertainments on mechanical subjects that have proved highly beneficial to those attending.

Annual balls have been held since about the organization of the Division. The first one mentioned on the record was Feb. 20, 1868. These have proved many times helpful to the Division and made good return, the profits of which have been devoted to charity. A souvenir book printed in connection with the ball, each year for several years, has done not a little to help the cause of our fraternity. The ball on some occasions has been participated in by Old Colony, Div. 312, and Bay State, Div. 439, several years the three Divisions taking a joint interest. Not a few items in this work are taken from the souvenir books.

## ANNIVERSARY.

The anniversary of the Division has been held each year nearly since its organization. Some years it has been referred to upon the records, others not. It has been held in the earliest years that it has been mentioned, at the United States Hotel; of recent years, at the Quincy House. Sometimes, as was the last (1906), at the hall of the Division.

Some few years ago it was held on or about the 24th of the month of January, as it had come into vogue to celebrate it on that day, but just why, no one, not even the older members could tell, but the first duly organized meeting was Jan. 6, and not the 24th, as the early record gives (which for many years was not in possession of the Division).

The anniversary of 1906 was held at the regular Sunday meeting in February in the hall of the Division, and a banquet was served and a day of general entertaining was indulged in. The hall was filled to its capacity and a general good time enjoyed by all.

To do the last event justice the report of Brother Wardwell should be given as it appeared in the journal for March.

Sunday, Feb. 11, Boston Division 61 celebrated their forty-first anniversary after their regular meeting. The meeting was called to order by Chief Abbott a little earlier than usual and was attended by about seventy-five of the brothers. Three new brothers were added to our list of membership by initiation and three more applications received, so that 61 is wide-awake and on the gain.

Brother Doten of Portland, Me., was with us as a guest, and he and Brother Mitchell, the committee on pensions on the part of the engineers on the system (which we hope soon to see adopted), I may speak in some later communication.

After the usual routine of business had been gone through the Division adjourned at 12.30 and a reception was held from 1 to 2 P. M., and we were pleased to see and greet as guests at the anniversary exercises General Manager Barr, Assistant General Manager Lee, General Auditor Hobbs of the B. & M. R. R., Master Mechanic Smith of East, West and Northern Divisions, Sumner of the Southern (a member of Div. 61 since Feb., 1865, 41 years), Todd of the Fitchburg Divisions, also representatives of the O. R. C., B. of R. T., B. of L. F. and others. After the reception a banquet followed, to which 216 of the brothers and their ladies, with our invited guests, sat down.

Dill & Co., of Boston, catered in their usual good form, and a ladies' orchestra furnished music for the occasion.

After the banquet a program of entertainment was given, consisting of piano solo by Miss Scoville, readings by Sister Fogg, baritone solo by Mr. Merrill, reading by Sister Douglass, who also gave by request another number which was greatly enjoyed.

Mr. Lee, assistant general manager of the B. & M. R. R., gave us a nice talk; or, as he called it, a sermon, taking as his text "Help the other fellow," and during his remarks stated that he hoped that the small grievances continually coming up between the men and the company would hereafter be settled between the local committee and the master mechanics on the different divisions instead of being referred to the General Committee and to him, as many of them would be, without taking up his time and that of the G. C. of A. if they could only "help the other fellow," and also stating that he had sometimes thought it would be a good plan to elect a lady to the position of general manager, as they usually had good control over their husbands.

He was followed by short remarks from Mr. Bradford of the O. R. C., Mr. Lindsey of the B. of R. T., Mr. Beattie of the B. of L. F., and by Master Mechanics Smith, Todd and Sumner, and also by Grand Chaplain Dority, who also asked the divine blessing before we seated ourselves at the banquet.

Chief Abbott presided in his usual easy and graceful manner, both at the banquet and the after-dinner exercises, while Sister Ab-

bott (his lady) in her pure, sweet voice gave two selections which brought fourth long and hearty applause.

Much credit is due the committee on entertainment who had the affair in charge (consisting of Chief Abbott and Brothers Shackley, Woodman, Farnsworth and Davis) for the efficient manner in which all the arrangements were carried out in making our forty-first birthday a day long to be remembered by Div. 61 and their friends.

I must not forget to mention the fact of Brother Reuben Jones and Sylvester Canney, each of whom served on our road as engineer fifty-three and fifty-five years, respectively (now retired on pensions), being with us at the forenoon and exercises following. Brothers and sisters, please don't forget that minstrel show by the sisters of Div. 99, G. I. A., on the evening of March 17. Come and laugh yourselves sore. N. H. B. W., Cor. Sec. (pro tem.) Div. 61.

(The last clause will be explained more fully in an appropriate place.)

### THE LEGISLATIVE BOARD.

In the early days of the Division there appears no record of such a duty in the order of business as that of the Legislative Board.

There have been times when members were selected for some special occasion, but were dismissed as a committee when the duty had been performed, also in a few instances a lawyer had been employed to act if necessary.

In the proceedings of Jan. 8, 1888, a board was appointed to serve for one year, the Legislative Committee having become a permanent institution at that time. One delegate to be elected from each Division by ballot at the first meeting in January, his duty to be to convene in session at the State capitol, from time to time, as the case may require, and use all honorable measures with members of the legislature to have all laws repealed now in force, and also those that may be enacted upon detrimental to the Brotherhood of Locomotive Engineers.

The members of the board elected at this time were D. Reed, W. L. Hobbs, W. E. Meade. Since that time various members have served upon the committee, some by ballot, some by appointment.

Much good work has been done, and not only have good laws been enacted through the influence of the B. of L. E., also not a little of poor legislation been averted, and the interests of the laboring man in general been protected.

## GOOD OF THE ORDER.

Ever since the organization of Boston Division No. 61, its value has been recognized by the ministers of the Gospel. No religious denomination being especially chosen or selected. On the occasion of the convention of the Grand International Brotherhood meeting in Boston, they listened to sermons from some of the ablest speakers of the day, also many times Division 61 has been by special invitation entertained at some prominent church in or around Boston, or its delegates paid homage while attending some mission for the good of the cause in some distant city. Members of Division 61, while posing as such, sat in auditoriums and listened to sermons from the best talent the country has produced, and the sermons especially prepared for the occasions, and in the finest places of worship in the land, being openly recognized as worthy both as men and engineers.

Among the popular men who have discoursed to them are the Rev. Dr. Lorimer, the late Henry Ward Beecher and many others. Also one who has taken a great interest in the members is Mrs. E. M. Allen, State Supt. of the Railway Department W. C. T. U., who has for many years at regular intervals made calls at our lodge room and entertained the members with kind words and most worthy advice, often accompanied by most welcomed friends. No visitor is more welcomed than Mrs. Allen, and for whom we have the most profound respect, and the more she visits our quarters the more welcome is her presence every time. She has proudly made the statement that Division 61 was the first labor organization to open its doors to welcome her in the city of Boston.

## INSURANCE.

An original and most worthy feature connected with our brotherhood is the Mutual Life Insurance department, an institution original with the organization, it being the first in the history of man to be organized and perfected by the laboring man, for benefit and protection of his general welfare, and the first insurance to be established upon railroads.

It was the result of careful and deliberate thinking and was well considered in every detail when after the perfection of many plans it was organized at Port Jervis, N. Y., December 3, 1867. The president was Mr. C. H. S. Sherman of Dunkirk, N. Y. The secretary and treasurer Mr. Frank Abbott of Port Jervis, N. Y.



CHARLES W. HUFF, Chief Engineer.  
October, 1874—October, 1875.



WILLIAM H. H. JOHNSON, Chief Engineer,  
October, 1875—October, 1879.



EVERETT A. STEVENS, Chief Engineer,  
October, 1879 — October, 1883.  
Member of Massachusetts Railroad Commission,  
1883 — 1895.



TIMOTHY BRYANT, Chief Engineer,  
October, 1883 — October, 1885.

When first organized it was a separate institution from the Brotherhood, yet its laws were such that a member of the order was one of the requirements of membership, and so continued until the convention held at Detroit, Mich., October, 1876, when the Mutual Life Insurance was incorporated into the Brotherhood, and reorganized by the election of Mr. P. M. Arthur as president and Mr. T. S. Ingraham as secretary and treasurer, which continued until May, 1894, when at the convention held in St. Paul, Minn., by action of the law the association was compelled to be incorporated under state law, and was accordingly done under the laws of the state of Ohio, and is thus operated at the present time. This change caused a separation of interests, and new officers were elected for a term of four years, as follows:

President, A. B. Youngson, Cleveland, Ohio.

Vice-President, Lewis Zeigenfus, Clinton, Iowa.

Secretary and treasurer, Harry C. Hays, Cleveland, Ohio.

Trustees, F. W. Warner, C. G. Knight, Robert Galvin, John Baird, F. O. Miller, T. S. Ingraham, P. M. Arthur, Deloss Everett, William C. Hays.

The value of the Locomotive Engineers' Mutual Life and Accident Insurance Association cannot be realized or estimated by dollars and cents, for through its medium the Association has been enabled to pay as a relief to widows, orphans, or beneficiaries, nearly, if not, \$10,000,000, and its policy holders number over 45,000.

As a worthy institution, and it needs vindication at the hands of no one, certainly this can speak for itself, and for which every man who has contributed for it can be proud of.

The financial statement here given for December, 1905, is as follows:

## FINANCIAL STATEMENT.

Cleveland, O., Jan. 1, 1906.

### Mortuary Fund for December.

Balance on hand Dec. 1, 1905.....		\$224,260.88
Paid in settlement of claims.....		117,750.00
		<hr/>
Surplus .....		\$106,510.88
Received by assessments 150-153 and back assessments .....	\$106,722.67	
Received by assessments 208-211.....	360.84	
Received from members whose insurance was carried by Association.....	675.35	
Received interest Mortuary Fund from July 1, 1905, to Jan. 1, 1906.....	1,518.70	
Received interest Special Mortuary Fund from July 1, 1905, to Jan. 1, 1906....	1,991.12	\$111,368.68
	<hr/>	<hr/>
Balance in bank Dec. 31, 1905.....		\$217,779.56
Mortuary fund.....	116,231.66	
	<hr/>	<hr/>
Special mortuary fund*.....	101,547.90	\$217,779.56

### Expense Fund for December.

Balance on hand Dec. 1, 1905.....	\$13,776.39	
Received from fees.....	336.22	
	<hr/>	
Total .....	\$14,112.61	
Interest from July 1, 1905, to Jan. 1, 1906.....	228.90	
	<hr/>	
	\$14,341.51	
Expenses during month of Dec., 1905.....	1,361.66	
	<hr/>	
Total in bank Dec. 31, 1905.....		\$12,979.85

\*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

# STATEMENT OF MEMBERSHIP.

For December, 1905.

Classified, represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments				
150-153 .....	3,979	25,368	10,425	1,740
Members from whom assessments				
150-153 were not collected....	497	2,263	634	4
Members carried by the Associa-				
tion .....	2	123	282	21
Applications and reinstatements				
received during month.....		344	122	19
Totals .....	4,478	28,098	11,463	1,784
From which deduct policies ter-				
minated by death, accident, or				
otherwise .....	16	80	33	5
Total membership Dec. 31,				
1905 .....	4,462	28,018	11,430	1,779
Grand total.....				45,689

M. H. SHAY, Gen'l Sec'y and Treas.

This as a part of the great institution of the Brotherhood of Locomotive Engineers which, intended to elevate the character and standing of its members comes home to the members of Boston Division when we look over the statements of Brother W. A. Kempton concerning Division 61, for a term of ten years up to November, 1905, which is as follows:

Number of insured members.....	255
Amount received since 1894 by payments to holders of policies or their heirs.....	\$55,000.00
Amount received by members or heirs over what they have actually paid out since 1894.....	\$18,170.25

Besides the insurance department the Brotherhood has dispensed in benefits and charities to the needy and distressed nearly, if not already, a million and a half of dollars. All of this while only a "grain of sand, as it were, in the hour glass of time," by a few men in a space of less than forty years, is a worthy and acceptable line on history's page, and one that cannot be covered up or blotted out.

## THE JOURNAL.

The Engineers' Monthly Journal, while a production of the office of the Grand International Brotherhood of Locomotive Engineers, is printed in the interest of the members at large, and is open to every person who deems it worthy of their patronage throughout the land, either as contributor or reader.

Its original purpose was as an organ of communication of one Division with another, and between the office of the Grand International Brotherhood of Locomotive Engineers and the sub-Divisions.

Frequent allusions have been made to the Journal in this work, but not to its full purpose.

It was intended to contain a monthly communication from every Division, also other matter of a useful and instructive nature.

The first year's issue was of three hundred and fourteen pages; that of 1905 over eleven hundred, not including advertising matter. The first number appeared Jan. 18, 1867.

As a medium of advertising it has, like all other magazine issues, been exceedingly well patronized, and at prices remunerative to the management.

Its columns have always been clean and wholesome, and some of its contributors among the finest and ablest writers and composers in the land.

While its first issues may not have been all that was desired, there were many stumbling blocks that were removed by the wisdom of time, and did for the Journal just what the work was intended to do for the ones for whose benefit it was issued, "Lifting better up to best."

In the early days many contributors who furnished matter for its pages couched behind a *nom de plume*,—sometimes varying with each contribution,—because of the then much antipathy and opposition to the Brotherhood movement of the engineers, which time, the healer of all things has removed, we hope, forever. Through the columns to the close reader and careful observer, much news of acquaintances and brothers of years ago has been transmitted, also in the same way, many of the earlier members of Division 61 have been also further traced than by the Division's records, and the benefit of it is given under the list of members of Division 61.



Mr. and Mrs. C. S. Salmons  
will be pleased to welcome any of their  
friends who push the button at  
Suite No. 20, The Hazard,  
Cleveland, Ohio.

MR. AND MRS. C. S. SALMONS.  
Editor Journal.



In the columns of the educational department of the Journal instruction in mechanical devices and machinery pertaining to locomotives and matters directly concerning the management and running of the same, also matters connected with railroad and train service in general have been exemplified by varied and suitable instructors, authors, inventors and builders, almost from the beginning of the first issue of the Journal.

Of late years articles have been amply illustrated in connection with written descriptions, which if followed by the reader would be found to come from the ablest experts and for the highest ideal purpose of the employee or employed, as well as employer or inventor or builder. The best example of which and of which the compiler wishes to mention—the Westinghouse Air Brake.

Its columns have since almost its first issue been made a resort for feminine members of engineers' families, and especially from the organizing of the Ladies' Auxiliary of the B. of L. E., and for that department a section is devoted entirely to the ladies, and has a lady editor.

While the result of a small beginning, with its future lines unmarked, and with an issue of a few hundred copies, it has now passed its sixty thousand mark and increasing, emblazoned with wit, wisdom, science and art of the highest order and a helping factor to every engineer or student who cares to peruse its columns.

## FINANCIAL.

It would not be a true history of the Division not to mention its financial affairs, and the compiler must confess that in one way its finances cannot enter this volume, the reason being that he has not prepared for it. The great amount of ground that has been covered to gather the material, also the desire to keep within reasonable confines the limits of this book of annals, left too little time and space for to give the finances of the institution.

It has in times past been the opportunity of the writer to hear allusions made to the financial circumstances of Boston Division No. 61, and from many points of view.

While gathering the records of the books and other available data, the writer has spent a little time looking at the financial statements of the Division, but not to that extent required to reproduce it here. We firmly believe that every dollar ever taken in has been duly and worthily accounted for. That due and proper

care has been used in guarding the funds of the Division that have been paid in, and the only source of trouble has been those who were in arrears and dropped out.

Were it so that the annual statements could all have been had, space here would have been appropriate, but those, like many of the early lists of officers, cannot be had, as they have failed to have them preserved. At the end of each year the accounts of the F. A. E. and S. A. E. have been carefully audited, having for many years been personally done by our worthy late brother, Dr. Solen S. Robie, who had at times gone over the work of previous auditors, and it is from him that has been received some of the above information, having served on the auditing committee with him.

From data at hand one cannot tell how many thousands of dollars have passed through the treasury of the Division, but it is beyond the eighty thousand dollar mark to the knowledge of the compiler.

Dues that have been excused from sickness and other causes would amount to thousands of dollars. While those who have left the Division with unpaid dues and their names later dropped for violating what they took their solemn oath to protect and assist in caring for when they entered, amounts to thousands more, yet not a few of them were able to pay, and if dealing with parties in business would have had to pay it, oath or no oath, even if it had to be collected by legal contest. The amount paid into the Division in the year ending Sept. 30, 1886, was \$2170.42.

The amount paid into the treasury to the end of the fiscal year Aug. 31, 1887, was \$2557.77, and there was cash on hand \$407.77 and unpaid dues of \$403.46.

Of some of the expenses of the Division, six assessments and donations for the C. B. and Q. strike amounted to \$14,156.75.

The amount paid into the treasury for the year ending March 31, 1901, amounted to \$2927.25, and besides this the Division had on deposit \$1341.15.

## DIVISIONS FORMED FROM BOSTON DIVISION NO. 61.

At the present time Boston Division No. 61, Brotherhood of Locomotive Engineers, is the oldest Division in New England, but was not the first.

Division No. 13, instituted at Lebanon, N. H., while William D. Robinson was Grand Chief Engineer, was the pioneer in New England. It met for a time at Lebanon, N. H., later alternated between that place and Concord, N. H., so as to accommodate its members, and finally removed permanently to Concord, and continued there until 1876, when it gave up its charter on account of the apparent antagonism of some of the railroad officials to the Brotherhood. Its charter number was soon taken by North La Crosse Div. 13, at La Crosse, Wisconsin, and still held there.

Division No. 40, at Portland, Maine, was organized, and their charter dated Nov. 17, 1865, and issued to J. W. Littlefield, the number being that of a former Division in Chicago.

The organizers of '57, '63 and '64 were made members of Division 61, and withdrew to form their respective new Divisions.

Division 312, at Taunton, Mass., was later removed to Boston and called Old Colony Division No. 312. They received members from Div. 61 March 14, 1886. Div. 191, organized at Fitchburg, Mass., received several members from Boston Division, also Tahan-to Div. No. 335, instituted at Concord, N. H., received several members, some who had been former members of Div. 13. It was organized March 3, 1887. Div. 483, of Nashua, N. H., received members from Div. 61 at its organization.

Bay State Div. No. 439, organized at Boston, Feb. 9, 1890, received in all one hundred and thirty members from Div. 61, one hundred and five of these being transferred at its organization. Notwithstanding the instituting of so many Divisions in New England in the past few years, Div. 61 has had a steady growth, and May 1, 1905, was the "banner" Division, being the largest in numbers of any on the continent, and still adding more, and its finances in good condition and harmony prevailing in all branches of its management.

## FEDERATION.

The subject of "Federation," as is understood by the term, appears upon our records through the space of several years, and upon which subject there has been some correspondence and apparent action with the Grand International Brotherhood of Locomotive Engineers, who in turn acted upon the matter in convention, which took the negative of the matter, and appears to have been an unpopular movement, especially in New England and with the Brotherhood as a whole. At the convention of 1889, the delegate was instructed to vote against federation. Sept. 27, 1892, the late Brother L. E. Goodrich was appointed a committee in answer to a communication received from Div. 418 in regard to the subject. It appears Div. 61 strongly opposed the movement.

Again October 13, 1895, the subject was revived, and to get the feelings of the men in regard to it, Isaac E. Hall, George A. Whitcher, Robert A. Calder, Frederick A. Allen and George R. Dority were appointed a committee, who either have failed as yet to render the results of their labor to the Division, or the movement fell through of its own weakness and too feeble to get itself recorded.

March 13, 1898, Div. 61 voted to instruct its delegate to the convention of the Grand International Division of the B. of L. E. to use his influence against the movement for federation.

With the above, federation has ceased to be entertained as a subject of the engineers of Boston Div. No. 61, B. of L. E.

## BOARD OF ADJUSTMENT.

The Grievance Committee, or, as it is more often recorded, and by which is now becoming more generally known, the Committee or Board of Adjustment.

This body was the first appointment of anything found upon record to do business with other than members themselves, and was in existence prior to the institution of Div. 61. November 10, 1865, at a regular meeting of Boston Division one of the actions taken was as follows: "Voted, that the members of the several roads petition the officers of their roads to have their pay increased to \$4 per day.



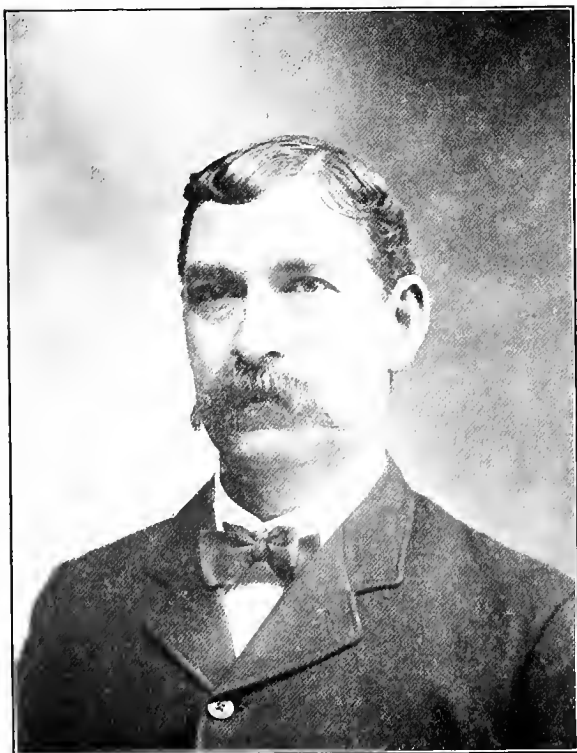
R. W. BOTTERELL, First Grand Assistant Engineer.



T. S. INGRAHAM, Late First Grand Engineer,  
Died 1904.



DELOSS EVERETT, Third Grand Engineer.



F. H. TUCKER, Grand Guide.

"Voted, that a committee of three be appointed by the chief engineer to draw up a form of petition." Committee appointed.

S. A. BRAGG,  
GEO. WILLEY,  
G. H. CHENEY,  
Committee.

This is the first appearance upon the books, and was evidently the first action taken in the channel to which the subject refers, and from that time the Committee of Adjustment has had an existence to the present time.

In the earlier days the members worked for more than a dozen different roads, and on many of them a committee was annually appointed by the chief engineer, but many times the fact is not recorded. Later years, by consolidation of the roads, also by separation of members to form other Divisions, the time is now that with the exception of a few the active members are employed by the Boston and Maine Railroad, and with a General Board of Adjustment composed of sixteen members, and representing thirteen Divisions, to which one or more members of the board belong.

During the period covered by the existence of Boston Division much valuable good has been attained for the men upon the different roads. Through the influence of the various committees men have obtained positions; pay has been made practically uniform and increased; men who have been unfortunate have many times had their troubles satisfactorily adjusted; discharged brothers have been reinstated, hours of labor have been shortened in many cases, and many minor details have been so managed that the brotherhood has been felt on every hand, and the trials and troubles ameliorated.

None of the results of the labors of this committee on the different roads are recorded, and no record of the commission is given between 1870 and 1885, a period when it is known considerable work was done on some of the roads that had members in Boston Division. A Board of Adjustment on the Fitchburg R. R. with a general chairman, is noted upon the records of the Division, and whose work is well known, and during its years of existence was quite successful. Connected with it was our now general chairman of the G. B. of A. of the B. & M. system, Brother C. K. Mitchell.

In 1885 and 1886 a General Board was formed on the Boston and Lowell Railroad, and from a schedule drawn up and presented

to the officers, much good resulted. The grading of the pay was established on a basis of regularity, and runs improved, whereby less miles and shorter hours were soon in evidence. Much of the labor of this committee was due to the efforts of Brothers Frank P. Davis and Frank F. Coggin.

On the Eastern and Western Divisions of the B. & M. R. R. much work has been done corresponding to the work on the Boston & Lowell (now Southern Division of B. & M.) and Fitchburg R. R. (now Fitchburg Division of B. & M.) After the lease by the Boston & Maine Railroad of the Eastern and Boston and Lowell roads, a General Board of Adjustment was created by the members of the Brotherhood of Locomotive Engineers and Bro. F. F. Coggin of the Southern Division (B. & L.) was chairman. Much good work was accomplished, of which we find in the records of 1893, "F. F. Coggin, chairman of Committee of Adjustment, met President J. W. Sanborn of the B. & M. R. R. . . . Pay raised on up country roads from \$2.60 and \$2.80 per day to \$3.00. Men running into Boston, making long days, raised from \$21.00 to \$24.50 per week, or equal to seven days for six."

At this time overtime was allowed for long days and delays, that to some of the members was a large increase per month to the regular wages.

It was an entering wedge to more and better, and it opened the door of recognition in good earnest. Prior to the advent of this real B. & M. "schedule" at this time, affairs had received a downward movement through the change of management, and from this time on an upward tendency had begun to make itself manifest.

While the brothers thoroughly appreciated the work of the "Coggin Committee," there was much yet to do. What had come of their labors were actually a foundation for a later tribunal to build, story by story, a structure now, as it were, about complete, and second to none in the country.

With the labors of the above committee completed at that time, matters continued with but few changes until December, 1897, when on the 12th of that month action was taken to amend and change some of the then present working schedules. Brother Coggin had left the work of engineer for other duties, and F. H. Greenough was elected to the board and instructed to notify Brother Coggin to call the General Board together for active business. This was accordingly done and a new board was organized

and proceeded to formulate plans to improve the conditions of the men on the pay question. What this committee accomplished does not appear, or when its task was completed.

In the close of the year 1898 the matter of a general schedule had been agitated, modeled somewhat after the one in use at that time on the Fitchburg Division of the road, that had been obtained by the brothers of that line some years before.

Accordingly January 8, 1899, action was taken to call the General Committee together and organize, also a movement was made to confer with every other Division of the B. of L. E. on the Boston & Maine R. R. in regard to getting the names of all the members in favor of a new schedule of labor and wages. During the movement several actions were taken toward assisting in carrying out preparations for a general schedule to cover the whole system.

The Committee of Adjustment was convened with a headquarters and organized, and with a Local Board of Adjustment on each Division of the B. & M. system, and the chairman of each local board was a member of the General Board of Adjustment

A new and thoroughly reorganized schedule was drawn up, and after completed was laid before a regular Sunday meeting, April 9, 1899. Every article was read, considered and adopted as read, except Articles 3 and 11, and it was voted they "be left for the committee to decide."

This schedule was drawn up, printed and adopted, and with very little change from its original lines.

This appears by the records to have remained in force with few if any changes until early in 1901.

It graded some of the rates of pay, and provided hostlers for the heavy engines, and relieved the engineers and firemen of many arduous duties. It by no means was satisfactory, but was a great help.

This after taking effect and continued until a new one was promulgated, of which we find under date of March 17, 1901, C. K. Mitchell was elected Chairman of the General Board of Adjustment, thus being re-elected. It appears that the General Board had been called to convene and form a new schedule, and at a special meeting March 24, 1901, at 10 o'clock a. m., it was voted to have them meet April 8, 1901, for business.

This was accordingly done, and April 28th, in the presence of a crowded hall of members, the Chairman of the General Board of Adjustment read the newly drawn up document for their ap-

proval. Like the preceeding schedule it was laid before the officials of the Boston and Maine Road and adopted practically as constructed.

At the meeting of July 14, 1901, it was voted that "Brother C. K. Mitchell devote his whole time to the schedule until it was adopted in some form."

At the regular meeting of Sept. 8, 1901, a movement was made to find out if the members on the B. & M. System would favor a salaried Chairman of the General Board of Adjustment. A committee conferred with Mr. Tuttle, President of the Boston and Maine Road, and he was in favor of the plan as laid before him. This with other matters was satisfactorily arranged and put in force, further aiding the men, and so arranging the question of pay that neither miles run or hours worked gave to all the full limit of pay that could be asked.

While the foregoing was by no means complete, it was still an improvement over any wage scale that had been adopted. It was read in open meeting Sept. 14, 1902, and had been signed by the Vice-President and General Manager and Superintendent of Motive Power and approved by T. A. McKinnon. There was also granted to the Chairman of the General Board of Adjustment his road rights if he desired to resume his position on the road.

During the sitting of the General Board of Adjustment their expenses had been met by assessment of the members of the Divisions on the road; and after the salaried Chairman was inaugurated, a regular assessment payable quarterly was adopted, to meet the expenses, a plan most favorable and thoroughly approved by practically a unanimous vote.

While the foregoing schedules had been highly beneficial, there were many changes that would benefit the men and bring the working scale to that plane that had been made for all of the best roads of the country.

To meet this the Committee arranged a new working scale for the benefit of the men and placed it before the management of the road and the schedule of January 1, 1904, was put into effect on that date, which has at times since been changed in some of the minor particulars.

The schedule reading as follows:

Schedule of Instructions and rates of pay of Enginemen and Firemen on the Boston & Maine Railroad, in effect January 1, 1904.

## BOSTON & MAINE RAILROAD.

### Motive Power Department.

The following will govern the rate of compensation, and the work covered by a day's pay for Enginemen and Firemen:

1. Enginemen running consolidation engines shall receive \$4.00 per day for 100 miles or less. All over 100 miles, 4c. per mile. For all over 11 hours, 40c. per hour. Firemen on same class of engines shall receive \$2.35 per day for 100 miles or less. All over 100 miles, 2.35-100c. per mile. For all over 11 hours, 23 1-2c. per hour.

2. Enginemen running engines in freight service, other than consolidation type, weighing 114,000 pounds and over, shall receive \$3.75 per day for 100 miles or less. All over 100 miles, 3 3-4c. per mile. For all over 11 hours, 37 1-2c. per hour. Firemen on same class of engines shall receive \$2.25 per day for 100 miles or less. All over 100 miles, 2 1-4c. per mile. For all over 11 hours, 22 1-2c. per hour.

3. Enginemen of switch engines shall receive \$3.25 per day for 10 hours or less, exclusive of dinner hour. For all over 10 hours, 32 1-2c. per hour. Firemen shall receive \$1.80 for 10 hours or less. For all over 10 hours, 18c. per hour.

4. Enginemen of all other classes of engines shall receive \$3.50 per day for 100 miles or less. All over 100 miles, 3 1-2c. per mile. For all over 11 hours, 35c. per hour. Firemen of all other classes of engines shall receive \$2.00 per day for 100 miles or less. For all over 100 miles, 2c. per mile, and for all over 11 hours, 20c. per hour.

5. First six months enginemen running engines covered by Article No. 1 shall receive \$3.25 per day for 100 miles or less. All over 100 miles, 3 1-4c. per mile. For all over 11 hours, 32 1-2c. per hour. On engines covered by Article No. 2, \$3.00 per day for 100 miles or less. All over 100 miles, 3c. per mile. All over 11 hours, 30c. per hour. On all other classes of engines, except switch engines, \$2.75 per day for 100 miles or less. All over 100 miles, 2 3-4c. per mile. All over 11 hours, 27 1-2c. per hour. On switch engines, \$2.75 per day for 10 hours or less, exclusive of dinner hour. For all over 10 hours, 27 1-2c. per hour.

After completing 157 days' running, they shall be entitled to full pay according to Articles Nos. 1, 2, 3 and 4.

6. Seventy-five miles or less will be considered a day's work on a local freight.

Enginemen running engines covered by Article No. 1 will receive for all over 75 miles 5 1-3c. per mile. For all over 11 hours, 53 1-2c. per hour. First six months enginemen will receive for all over 75 miles, 4 1-3c. per mile. For all over 11 hours, 43 1-3c. per hour.

Firemen will receive for all over 75 miles, 3 1-10c. per mile. All over 11 hours, 31c. per hour.

Enginemen running engines covered by Article No. 2 will receive for all over 75 miles 5c. per mile. For all over 11 hours, 50c. per hour. First six months enginemen will receive for all over 75 miles, 4c. per mile. For all over 11 hours, 40c. per hour.

Firemen will receive for all over 75 miles, 3c. per mile. For all over 11 hours, 30c. per hour.

Enginemen running engines covered by Article No. 4 will receive for all over 75 miles, 4 2-3c. per mile. For all over 11 hours, 46 2-3c. per hour.

First six months enginemen will receive for all over 75 miles, 3 2-3c. per mile. For all over 11 hours, 36 2-3c. per hour.

Firemen will receive for all over 75 miles, 2 2-3c. per mile. All over 11 hours, 26 2-3c. per hour.

7. The pay of enginemen when working in the engine house shall be \$2.50 per day, and of firemen \$2.00 per day, 10 hours to constitute a day's work.

8. In case of emergency, and a regular engineman or fireman is called upon to do extra work, between their regular laid out days' trips, or before going off duty, they will be allowed fifty (50) miles, for fifty (50) miles or less, or five (5) hours or less. All over fifty (50) miles or five (5) hours, they will be paid as per Articles in schedule governing classification of pay. A regular engineman or fireman called after registering off, or during their lay off, to do extra work, will be allowed one (1) day for 100 miles or less, or 11 hours, or less, as per class of engine employed on.

9. The mileage of all trains running between East Fitchburg and Williamstown yards shall be 100 miles. Freight trains, each way, between Springfield and White River Junction, and round trips—Northampton and Oakdale; Woodsville and Berlin; Newport and Woodsville; Lyndonville and White River Junction, shall be 150 miles—first hour's overtime to begin 15 hours and 31 minutes after commencement of day's work.

10. In computing overtime it is understood that 30 minutes or less will not be counted, 31 to 60 minutes to be reckoned one hour and so on for each additional hour. Overtime to be allowed when the hours exceed the miles figuring 10 miles to equal one hour.

11. A day's work for enginemen and firemen will begin 30 minutes prior to the ordered or scheduled departure from the engine house, and shall end when engine is delivered back in engine house or into the care of some person appointed to take charge of same at end of trip.

12. Callers will be provided for all extra men, also regular men on trains leaving between 11 P. M. and 7 A. M., if requested. Spare enginemen and firemen will be required to live within one mile of engine house and no regular men will be called beyond this distance. Extra men on call will stand first in and first out. Callers will be furnished with books showing names of enginemen and firemen, when and for what trains wanted, and enginemen and firemen will be required to sign same when called.

13. Hostlers will be provided at Boston, Fitchburg, East Deerfield, Troy, Mechanicville, Rotterdam, Bellows Falls, Worcester, Nashua, Rochester, Springfield, Northampton, Portland, Manchester, Concord, West Lebanon, Woodsville, Lyndonville, Newport, Sherbrooke, Plymouth, Greenfield, Ayer, Lowell, Salem, Portsmouth and Lawrence.

Hostling of engines shall consist of receiving them on a designated track near enginehouse, cleaning fires, sparking, taking fuel, water, sand, filling signal lamps, headlights, and cleaning reflectors. This will not relieve enginemen from properly inspecting so far as they can see without going under engine and reporting all necessary work in a book provided at engine houses for this purpose.

#### AT BOSTON TERMINAL.

Enginemen in local passenger service making less than 100 miles per day will take their fuel between trips. On Southern Division, where arrangements of tracks are such that fuel shed is between train terminal and engine house all passenger enginemen will take fuel.

(That portion of rule requiring the hostling of passenger and switch engines and the placing of hostlers at Sherbrooke, Plymouth, Greenfield, Ayer, Lowell, Salem, Portsmouth and Lawrence will take effect July 1, 1904.)

14. Enginemen and firemen charged with misdemeanor shall have their case investigated promptly, and, if found innocent, will be paid for the time lost; if guilty, they will be informed promptly of the decision arrived at. A representative of the Motive Power Department will be present at all investigations in which enginemen and firemen are concerned.

15. Vacancies will be filled in order of seniority, everything else being equal, within thirty days—the same to be advertised within ten days for ten days on the bulletin boards of the division and to be assigned within ten days thereafter. In case a train is advertised and not bid in it shall be re-advertised every thirty days, it being considered a vacant run until bid in. Switchers will not be advertised.

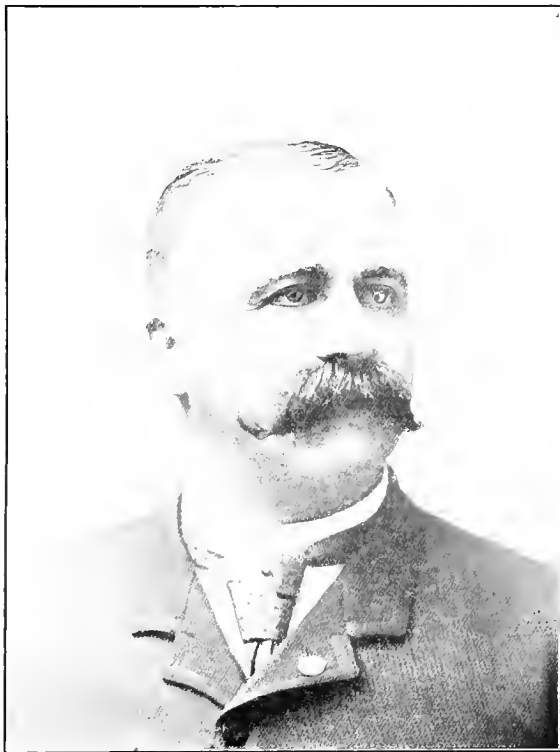
16. When enginemen and firemen have been on duty 16 consecutive hours, they shall not be called on again for service until they have been off 10 hours, except in case of emergency.

17. Enginemen and firemen attending courts, inquests, etc., by order of the Company, will not be subject to any loss of time or compensation. If on lay-off day, they will receive regular rate of pay.

18. Firemen will be promoted according to seniority, everything else being equal. Those who fail to pass the necessary examinations for promotions on first trial will be given a second trial at their option or six months later, and if they fail in the latter, will be relegated to the foot of the firemen's list and their places advertised. Firemen who decline examination when due will be considered on the same basis as those who failed first examination. Firemen unfamiliar with the essential parts of their division or those who wear glasses will not be promoted. The latter, to retain their standing in the seniority list, will be required to pass the examinations for promotion at proper time and certify to Master Mechanic of normal sight with glasses from proper authority.

19. Enginemen and firemen called for duty will be allowed three hours' time if train is cancelled and will stand first out unless otherwise used.

20. Firemen will be exempt from wiping tanks, blowing or punching out flues, blacking smokeboxes and stacks and scouring hot metal. They will be expected to keep engines clean above foot-boards, both inside and outside of the cab, black boiler butt and clean bell and numbers on number plate. Firemen on consolidation engines will be relieved of all cleaning.



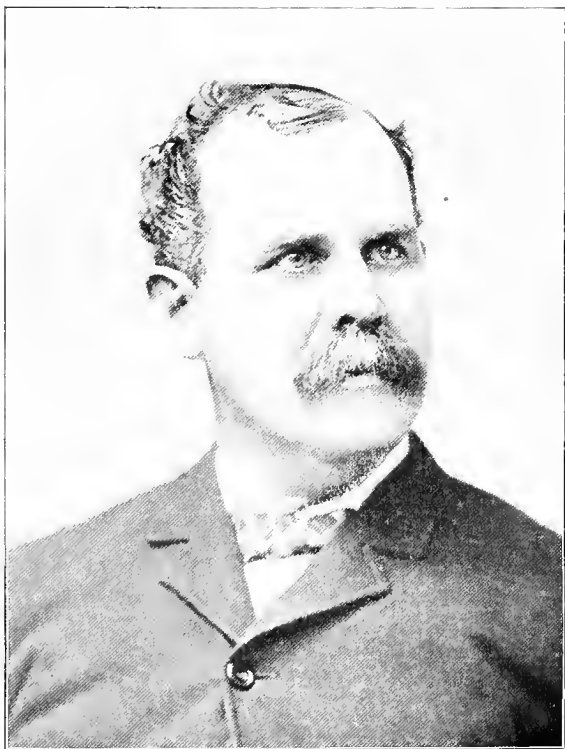
CHARLES S. BUSSELL, Chief Engineer,  
October, 1885 — October, 1889.



FRED S. EVANS, Chief Engineer,  
October, 1889 -- October, 1892.



WILLIAM L. HOBBS, Chief Engineer.  
October, 1892 — October, 1894.



LEONARD E. GOODRICH, Chief Engineer,  
October, 1894 — March, 1895.

21. Enginemen and firemen failing to complete day's work on account of sickness or any other cause of their own, will receive only proportionate pay.

22. With the exception of looking after wedges on regularly assigned passenger engines, enginemen will not be expected to do any repairs, pack boxes or inspect nettings and ashpan on engines putting up at points where repair men are employed.

23. When a train is pulled off (exclusive of temporary or summer trains) the men affected shall have their choice in trains, if exercised within ten days, according to their age in the service as enginemen and firemen, everything else being equal. Men who are superseded by those whose train has been pulled off will be entitled to the same privileges. When temporary or summer trains are continued as permanent runs they shall be re-advertised.

24. When the initial point of a train is changed, or part of a run taken away, the man holding the same shall have the first right to it, but if given up, it shall be advertised. The man giving up the run shall have their choice in trains, if exercised within ten days, according to their age in the service as enginemen and firemen.

25. Switch engines running regular trains will receive road pay for same.

26. Enginemen and firemen working in the house and on the road the same day will be allowed 10 miles per hour for time worked to the house. If the mileage so made should be in excess of 100 miles, then the house time should be paid for at house rates.

27. Enginemen and firemen working in the house, on being sent out on the road and making short mileage will receive a road day's pay. If requested, they will finish the day working in the house.

28. Enginemen and firemen called for road service and making short mileage, will not be expected to finish the day working in the enginehouse, but will, if requested, remain at the enginehouse subject to further mileage to finish the day and will receive a road day's pay for same.

29. Enginemen and firemen who voluntarily leave the service and are subsequently re-employed, will rank as new men.

30. Enginemen and firemen transferred permanently from one division to another at their own request shall be listed as new men. If transferred by the proper officials on account of transfer of traffic, etc., they shall retain seniority rights.

31. Regular men will not be called upon to do extra work when extra men are available.

32. In case of a surplus of extra men so they are not getting reasonable weekly wages, the force shall be reduced in the reverse order of seniority.

33. After an extra train has run continuously for 60 days, it shall be advertised as a regular train.

34. Seniority rights of enginemen will date from time of passing their examinations, it being understood that a man failing on first trial will not be displaced by a younger man, if on his second trial he passes before the younger man goes to running. If through no fault of his own a fireman is unable to take his examination when due, he will retain his seniority rights.

35. Enginemen and firemen will be allowed mileage made doubling hills in addition to the trip.

36. Ten days after a fireman has been promoted his run shall be advertised, and, if he has to go back firing, he shall retain his seniority rights on fireman's list, if exercised within ten days.

37. Enginemen and firemen will be allowed half mileage for dead heading over the road on company business.

38. Superintendent of Motive Power, on request, will furnish the committee annually a seniority list of enginemen and firemen on each division.

39. Through freights will not be required to do any switching at terminals or at any other points where switchers are employed, except the regular setting out or taking in of cars.

40. All road mileage will be based on actual distance as given in official time-table. When this distance terminates in a fraction, five-tenths (5-10) of a mile or less will not be counted; fractions over five-tenths (5-10) will be reckoned one mile. Shifting miles in road service will not be considered in computing pay of enginemen and firemen.

41. All trains loading or unloading freight, or doing switching, shall be classed as locals. This will not apply to trains making less than six stops, to take on or set off cars, requiring not more than ten switches, at the five or less stops, exclusive of the necessary switching on account of placing air brake cars for use to handle train, or when necessary, freight may be unloaded at not more than three of the stops.

Trains consuming more than thirty minutes icing beef shall be classed as locals.

The present practice of handling caboose cars will continue and not be considered switching.

A switch is defined as follows:

The setting off of cars from two places in train or taking on a car or cars not ahead on one track.

42. In case an engineman or fireman is off sick for one year and no immediate prospect of his return to work, his train shall be advertised as a permanent run. Should he be able to resume work he shall take his train, but in the event of his train being discontinued in his absence, he shall retain his seniority rights. The man superseded will be covered by Article 23.

43. Enginemen and firemen may be granted leave of absence for a period of six months, providing proper notice of the same is given, and this can be done without impairing the interests of the company; and his run shall be advertised as a temporary run. If at the expiration of six months he does not report for duty his run shall be re-advertised as a permanent run.

44. When time made by enginemen is not allowed as per time slip it shall be returned to them for correction.

45. The above rules will be effective January 1, 1904, and will abrogate and supersede all agreements in force on the Boston & Maine Railroad System.

HENRY BARTLETT,  
Supt. Motive Power.

Approved:  
FRANK BARR,  
Third Vice-President and General Manager.  
C. K. MITCHELL,  
C. B. GALLEHER,  
FRED MCGREGOR,  
A. W. BAILEY,

For Committee of Engineers and Firemen.

BOSTON & MAINE RAILROAD.

President's Office.

Boston, June 18th, 1902.

Mr. C. K. Mitchell, Chairman Committee of Engineers and Firemen, Boston, Mass.:

Dear Sir—As stated orally the other day to your committee: It is our intention that every man examined for eyesight and hearing,

who fails for any reason to pass examination in the car, shall afterwards be given another trial, upon the ground, with such signals as are in daily use in the operation of the road; and if his hearing or vision is sufficiently good to pass his second examination, he will be given his certificate without question.

In the meantime, if men fail to pass the first examination; they will be sent, at the company's expense, to an oculist or aurist for examination and treatment, provided the difficulties are such as would seem to be benefited thereby.

Yours truly,

LUCIUS TUTTLE, President.

To the Committee of Adjustment of the Boston & Maine Railroad, both of engineers and firemen, none too much praise can be given. The labor for their fellowman is worthy of the approval of every wage-earner in the country.

While many changes have been made to better our circumstances, competition causing corporations to meet the existing demands of trade, and demanding the use of motive power that tax the energies of man to his full extent to manipulate, it behooves every engineer to do something to better his position; and to act, is to do it none too soon. The modern engine of today stands beside even the engine of twenty years ago as a mountain beside a mole hill, and the labor to care for them increases accordingly. Hence the work of the Committee of Adjustment has made it possible to be able to do and to meet the demands in a proper manner that are the true duties of an engineer.

For the benefit of the reader who has not been accustomed to the methods of early days of railroading, and as well in justice to the railroad themselves, an appropriate word could be entered here as to just what could have caused the creation of the Committee of Adjustment.

In the early days a man that was an "engineer" commanded a position. That is, he was considered competent and his rights undisputed, also his labor was sought for, instead of as now, must seek his position if he wants one.

He was master of his engine, he looked after it, superintended its repairs, and his word was the law as to its attention. If it went to the shop, he went with it. Whatever was done on it in the form of work, was supervised personally by him, and when it returned to the road, he "broke it in," and at the proper time resumed his trips

with it on his train. On not a few roads, if the engineer had a day off, the engine laid off, too.

Those were the days on many roads when the pecuniary side of the mechanical department of railroads were not considered from a point of strict (false) economy. The time had not come when the operating expenses had to be considered at the greatest minimum. Engines were decorated with paint, gilding and polished metal until they outrivalled any circus wagon possible to conceive.

The pay had not been above the average of skilled labor, and two to three dollars a day was the highest for an engineer until about 1860 to 1865, when the pay on many roads was added to through conditions connected with the country's being precipitated in a rebellion. Firemen had been in many cases getting less than a dollar (one road paid from 60 to 90 cents, and the work done by boys). Men receiving from a dollar to a dollar and sixty-cents.

The work of an engineer comprised not only the entire care of an engine as to its running, but cared for all the journals, renewed boxes, bolts, nuts, any worn parts that one man (or possibly assisted by the fireman) could attend to at the end of the run. Often this work consumed hours, for which he received nothing. Very few of the runs were less than twelve, or even sixteen hours, from starting in the morning till finishing at night, and the lay offs during the day, though sometimes long, were consumed by "tinkering."

At first this was done from the care one had, as well as interest, in the engine; later on it was embodied into the labor of the engineer; still later it was compulsion. The fireman began in his lay-off to wipe the dust from the engine, also the flying oil when the machine was spotted with it. It later became his duty, and "a part of the job," to keep the engine clean, and soon the brass and bright iron had to be polished and entailed a thorough going over at least twice a week or after every storm.

At first the engines weighed but a few tons, less than ten, some only six to seven and a half. With modern patterns and a call for greater power forty and fifty tons were nearer the weight of an engine, and many of the up-to-date roads had that size in the early seventys,—some before.

With the increase in size came the increase in labor. A call for less labor, both for engineers and firemen, as to their daily duties in many cases brought a relief to the engineer of the mechanical part by having machinists do the repairs at the end of the run.

To help the firemen, cleaning of the metal was a relief sought for. On the New York Central and Hudson River road the firemen had asked for a change for their benefit, along with a body of engineers, and the late Commodore Vanderbilt, then president of that road, had entertained a committee of engineers on a schedule question, and promised to look into it. Thinking personal observation one of the best ways to mend matters, he took up a position in the New York yard near the engine house and awaited developments. He saw a fireman on a "through engine" begin the polishing act, and after four hours of hard labor saw the finishing touch, and the fireman "wash up" to get his dinner. All this before the day's work had begun,—that was a run of 142 miles to Albany. Stepping over to where the fireman was, he asked him if he thought the engine clean? No, but I have done all I have time to, today. "Well," said the venerable commodore, "I think she'll go to Albany." The fireman did not know who he was. Returning to his office, Mr. Vanderbilt issued an order, commencing with the engines now in the shop, to paint over all engines with polished metal. While this was an act to eliminate needless labor, it was taken with disgust by many who had come to take pride in the amount of ornamental work that their engines had, and even made them feel sore, but it soon gave way to better sense, especially when better understood. This was in the early seventys, and was soon followed by about all the railroads in the country. The ornamental age of engines passing with some master mechanics with such force that they prided themselves of stripping their engines of the needless and useless ornaments, and the saving it would make in future and how many thousands of dollars the old brass brought when sold.

Then, too, another issue was often of an unpleasant nature. During lay-offs it was common to call upon a man to relieve some one else, or after doing a day's work have to perform duty often equal to a half day or more, run an extra train, or even work a night or a Sunday, and no additional compensation, or put in excessive hours repairing an engine at the completion of a run, or be delayed, as a regular thing, especially on freight trains, on the road, and make days of unreasonable length. All of these with the increasing size of engines and the congestion of the roads by the ever increasing business which constantly increased the duties of the run, brought around the Brotherhood at first,—then its Committee of Adjustment.

## THE BOSTON & MAINE STRIKE.

One of the unpleasant chapters of this work is the strike of the engineers of the Boston & Maine Railroad of February, 1877.

To the compiler a strike cannot be regarded wholly as a victory, yet the so-called successful side cannot gain the victory without having to pocket a serious loss, much of which is never known to the outer world.

The issue in this strike appears to have been an affair between officers and men, and not between company and employees, from the reason apparent that the feelings between some of the men and immediate officers was the real point of issue, and later terminated by involving innocent members.

For several years one of the members of Boston Division No. 61 was William Smith, who was in time made engine despatcher at Boston, the road at that time employing sixty-seven engineers, many of whom belonged to Div. 61.

During the time Mr. Smith had been a member of Div. 61, and that he was an engineer, he took an active interest in its affairs, he being a man of firm and deep convictions.

His fixed determination was a mark of his character throughout his whole life. Whatever he did, he did with a will, and if he thought it was right he stuck by it, until he felt good cause to make a change.

Like all leaders, or persons born to rule, he had friends and he had enemies. There were those whose influence was not always exerted for the best, and at times made affairs disagreeable, in many cases without just cause.

Until about a short time before the strike affairs had been pleasant between the men and the railroad as could be occasionally seen, and nothing to show cause for any other state of affairs.

The question of pay had involved the attention of the men, also at about the same time affairs were not the most pleasant between Mr. Smith and some of the men. Mr. Smith had ceased to be interested in the Brotherhood, and undoubtedly not a few instances

could be cited that would show that a little at least had been done to strain matters beyond a point that it was necessary to reach, and possibly if it could be known the influence of Mr. Smith had paved the way to making the sudden coolness that had come up between the higher officials and the engineers, especially in April previous to the strike, when the Grand Chief Engineer called upon the president of the road, as will be seen later, in regard to the pay of the engineers, and had been granted a rather cool though polite reception.

The issues following this time were not pleasing, and perhaps made no better when in the following December Mr. Smith was dropped for non-payment of dues from Boston Division No. 61. This act under the circumstances was not without its issues, although according to the rules that Mr. Smith once swore to abide by as a member of the Brotherhood of Locomotive Engineers, the action was only a true and just business movement and not one of sentiment or retaliation. The following February brought the climax that can better be further told by others.

Report of the Massachusetts Railroad Commissioners on the Boston & Maine Railroad strike February 12, 1877:

The Board of Railroad Commissioners have the honor to submit the following special report:

All the engineers and firemen in the employ of the Boston & Maine Railroad stopped work in a body at four o'clock, P. M., on the 12th instant, abandoning their locomotives and trains at the points where they then were, by a preconcerted agreement, having given to the officers of the company two hours' notice of their intention to do so unless certain demands made by them were previously to that time complied with. As the officers of the corporation failed to comply with these demands, the men left their work at the time fixed, and great confusion in the operation of the road necessarily ensued, which for a time caused much insecurity to travelers and public inconvenience.

Under the laws of the State, this Board is invested with a "general supervision of all railroads," and it is the duty of its members "to keep themselves informed as to their condition and the manner in which they are operated, with reference to the security and accommodation of the public." (Acts 1874, Chap. 372, Sect. 7).

As soon, therefore, as it became apparent that the strike of the 12th instant was causing a serious public inconvenience, it became the duty of this board to investigate into all the circumstances con-



E. E. POTTER, F A. E., Bay State Division No 439.  
Corresponding Secretary Boston Division many  
years and Delegate to two conventions.



ROBERT A. CALDER, Chief Engineer,  
1895 — October, 1896.



ARTHUR J. DESOE,  
Former Member Division 61 now of Division 439.



W. A. KEMPTON, Secretary of Insurance.  
Member of Printing Committee.

nected with it. Its intervention was not asked for by either party, nor did its members seek to act as mediators. Had their inquiries disclosed a condition of affairs calling for any recommendations from them, addressed to the corporation, they would not of course have hesitated to make them. These recommendations would then, as the law directs (Acts 1874, Chap. 372, Sect. 9), have made a part of the next annual report of the board. In such a case they could not be considered by this present legislature, and, for reasons presently to be stated, it seems desirable that they should be. A special report is therefore submitted.

The following are the material facts in the case :

Owing to a falling off in business and a general consequent decrease in its net profits, the Boston & Maine Railroad, among other measures of economy, reduced the pay of its officials and employes of all grades ten per cent. from and after January 15, 1876. This reduction seems to have given rise at the time to a feeling of much dissatisfaction among the locomotive engineers in the employ of the company. During the previous fifteen years the pay of this class of employes had been increased from time to time, until it amounted to from \$2.50 to \$3.50 per diem, with an additional sum of 25 cents extra, which the corporation withheld until the close of each three months, and then paid as a bounty to all those who presented a good duty record during that time. In point of fact this bounty was very rarely withheld, and practically constituted so much additional pay. Under the general order of January, 1876, the pay of the locomotive engineers was reduced ten per cent. with the rest, so that the wages of the several grades at the time of the strike stood as follows :

38 engineers received	\$3.15	per diem	and 25 cents	bonus.
10     "     "	2.90	"     "	"     "	"     "
11     "     "	2.70	"     "	"     "	"     "
3     "     "	2.45	"     "	"     "	"     "
4     "     "	2.25	"     "	"     "	"     "

Shortly after the reduction was made, toward the end of January, 1876, a committee of the engineers waited on the president and the superintendent of the road and presented their case to them. The matter was fully discussed, and the request for a restoration of rates was refused on the ground that the measure of economy was general as well as necessary, and that no good reason existed why a special exception should be made in favor of one class of employes. Nearly

all of the engineers belonged to the Brotherhood of Locomotive Engineers, a powerful and wide-awake organization, which will hereinafter be more particularly referred to; and as the chief official, or Grand Chief Engineer, of the Brotherhood, happened during the following month of April to be in Boston, he at the request of the committee met the officials of the company and went over the matter with them.

The meetings, and all the discussions at them, seemed to have been perfectly friendly, although they resulted in nothing. The engineers alleged no grievances, except the reduction of pay, and finding that the company was indisposed to yield on that point, they acquiesced, and the matter seemed settled. Although nothing further was done at that time, however, the men do not seem to have felt satisfied. A spirit of restlessness and discontent existed among them, though not to a degree which attracted notice of the higher officials, who supposed that everything was going on satisfactorily.

This continued until Friday, February 2 (1877). On that day another committee of engineers, four in number, waited on the president and presented to him the following petition:

Boston, ———, 1877.

To the President and Superintendent of the Boston & Maine Railroad:

We, the undersigned, a committee representing the engineers in your employ, most respectfully submit the following proposition for your approval:

First. On and after February 1, 1877, all engineers who have been in service of the company for the term of two (2) years shall receive three fifty (\$3.50) per day for every one hundred (100) miles run, passenger or less, all miles run to exceed one hundred (100) to be paid for pro rata, excepting those running shifters, who shall receive twenty-five (25) cents per day less; and for every eighty (80) miles run, freight, or less, three fifty (\$3.50) per day, all miles exceeding 80 to be paid for pro rata.

Second. All firemen to be promoted by the company for any length of time to the position of engineers, for the first year shall receive two seventy-five (\$2.75) per day for the same service, and pro rata for extra mileage.

Third. For the second year they shall receive three dollars (\$3.00) per day, and pro rata for extra mileage.

Fourth. The oldest engineer in the service of the company to have the preference of trains and engines when vacant, and in case of a surplus of men the work to be divided among the whole. In all cases twelve (12) hours to constitute a day's labor while on duty at engine-house, and all movements in regard to these resolutions shall be forwarded with all despatch possible.

GEORGE W. STEVENS,

GEORGE W. KENT,

WARREN H. WALKER,

C. A. STEVENS,

Committee.

On presenting this paper, which they did in a perfectly respectful manner, the spokesman of the committee said that they would like an early reply.

After reading it President White told the committee that he had no authority to grant their request, but if they desired an immediate reply he was ready to give them one; that he did not think their demands would be complied with, and that he was not in favor of complying with them himself. The whole party then sat down in the directors' room and discussed the subject. The committee presented their case at length, and were courteously listened to by the president. On all hands it was agreed that, though no encouragement whatever was given them to hope that their demands would be complied with, it was not pretended, on the one hand, that they were not properly presented; or, on the other, that they had not received full and respectful consideration.

After the interview the committee of engineers telegraphed to Mr. P. M. Arthur, the official head of the Brotherhood of Locomotive Engineers, stating that trouble had arisen between them and the Boston & Maine Railroad, and requesting him to come to Boston to advise them.

In reply he telegraphed back that he was very much occupied elsewhere, but wished them to mail him a detailed statement of their case and endeavor to settle it for themselves without his intervention. Nothing more was done in the matter by the committee of engineers until Thursday, the 8th. In the meantime another and informal committee of the engineers had been to see the superintendent of the road, Mr. J. T. Furber, and Mr. Arthur had come to Boston. The whole matter had been discussed between Superintendent Furber and the informal committee, and some progress made

toward an understanding; but no encouragement was held out of a complete concession on the essential points. The difference, as regards money, was very small indeed, amounting to ten cents a day, which amount even Mr. Furber promised to do his best to have allowed; but on what appears to have now been treated as the essential points in dispute—the grading, promoting, employing and discharging of men—the superintendent declined to yield.

Immediately upon his arrival on Thursday, the 8th, Mr. Arthur, as Grand Chief Engineer of the Brotherhood, addressed the following letter to President White, setting forth his object in coming to Boston, and requesting an interview for the purpose of adjusting, if possible, the pending difficulties:

Boston, February 8, 1877.

N. G. White, Esq., President Boston & Maine Railroad:

Dear Sir:—The laws and rules of the Brotherhood of Locomotive Engineers, to which the engineers in your employ belong, require them, when a question arises between them and their employers they cannot settle satisfactorily, it is their duty to send for the Grand Chief Engineer of the organization. It is his duty to come and use all honorable means in his power to effect a peaceable adjustment and prevent any difficulty occurring between the engineers and the company. Your engineers have sent for me, and I have come, not in the spirit of coercion or dictation, but as a mediator, and would be pleased to have an interview with you and a committee of your engineers. If you will be kind enough to grant the favor, please inform the bearer of time and place.

Yours respectfully,

P. M. ARTHUR, G. C. E.

On consultation with his directors, Mr. White declined to grant the desired interview, upon the ground that the difficulty was one wholly between the officers of the corporation and its employees, and the officers were unwilling to permit the intervention of a third party. They insisted upon the right to deal directly. Thereupon Mr. Arthur, after expressing to the committee of engineers the great reluctance he felt in having recourse to a strike, for which they seemed eager, advised them to again present their demand in a modified form. This was done on the same day when the committee met President White, Superintendent Furber, Mr. Osgood and others representing the road, and handed them the following paper:

Boston, February 1, 1877.

To the President and Superintendent of the Boston & Maine Railroad:

We, the undersigned, a committee representing the Locomotive Engineers in your employ, most respectfully submit the following proposition for your approval:

First. On and after February 1, all engineers who have been in the service of the company for a term of two (2) years shall receive three fifty (\$3.50) per day, the present schedule and miles run per day to constitute a day's work.

Second. All firemen promoted by the company to the position of engineers, for the first year shall receive two fifty (\$2.50) per day for the same service.

Third. For the second year they shall receive three (\$3) per day for the same service.

Fourth. All engineers running shifters shall receive three twenty-five (\$3.25) per day, providing they have been in the employ of the company two years.

Fifth. The oldest men in the employ of the company to have the preference of trains and engines when vacant, if competent and worthy. In case of a surplus of men, the work to be equally divided among the whole.

G. W. STEVENS,  
G. W. KENT,  
W. H. WALKER,  
C. A. STEVENS,  
Committee.

Another long interview ensued, in the course of which the members of the committee for the first time intimated that, in case their demands were refused, a strike was contemplated. This interview, like the previous one, was on all sides admitted to have been perfectly pleasant and friendly. No desire for further time for consideration was expressed by any one, and it seemed to have been tacitly understood that the decision arrived at was final.

Returning from the interview the committee told Mr. Arthur that their demands were rejected and it only remained to acquiesce or strike. He then gave them permission to strike if they saw fit, thus assuring them of the support of the association of which he was the

head. A strike was at once determined upon, and on Monday, the 12th inst., at 2 o'clock, P. M., the committee again waited upon the officials of the road and presented to them a third paper, as follows:

Boston, Monday, February 12, 1877.

To the President and Superintendent of the Boston & Maine Railroad Company:

Sirs:—We, the undersigned, a committee representing the Locomotive Engineers in your employ, do hereby notify you that unless the following propositions are conceded to, every engineer employed by the company will stop work at 4 o'clock, P. M.

First. On and after February 1, 1877, all engineers who have been in the service of the company for the term of two years shall receive three fifty (\$3.50) per day; the present schedule and miles run to constitute a day's work.

Second. All firemen promoted by the company to the position of engineer shall receive for the first year \$2.50 per day for the same service. For the second year they shall receive \$3 per day for the same service.

Third. All engineers running shifting engines shall receive \$3.25 per day, provided they have been in the service of the company two years, excepting E. W. Mathews and W. D. Cobb, who shall receive \$3 per day on account of years' of service rendered.

Fourth. All firemen employed by the company shall receive for the first year \$1.60 per day; after that, \$1.80 per day.

Fifth. The oldest engineers in the service of the company to have preference of engines and trains when vacant, if competent and worthy; and in case of a surplus of men the work to be divided equally among all; and no engineers or firemen be discharged upon any charge without having a fair and impartial investigation and their guilt established beyond a doubt; and further, that no engineer or fireman be discharged for serving as committeeman.

GEORGE W. STEVENS,  
GEORGE W. KENT,  
W. H. WALKER,  
C. A. STEVENS,

Committee.

At the same time the following general order to engineers was issued by the committee:

We, the Brotherhood, have decided to stop work on the Boston & Maine Railroad on Monday, February 12, at 4 P. M., unless our propositions are conceded to. Wherever that hour finds you, unless you receive a telegram signed G. W. Stevens, "all settled," within two (?) hours from the time you stop, blow out your boiler and abandon your engine.

Should you receive a telegram signed G. W. Stevens, "all settled," within two hours after you stop, then proceed with your engine.

BY ORDER OF THE BROTHERHOOD.

Anticipating difficulty, Superintendent Furber had taken measures to meet it beforehand, and all the passenger trains in motion either already had been or immediately were supplied with substitutes to take the place of those striking. On getting positive notice of the hour, that official took prompt steps to get all freight trains off the main track upon the different sidings. The members of the committee of the engineers claimed that the hour of 4 o'clock was chosen as the least likely to incommode the public by the sudden stoppage of trains, as very few were then between stations; and the men were ordered to remain by their locomotives two hours to see that no disaster happened and to afford the officials a reasonable time in which to accede to the committee's demands. They also stated that they looked upon the extreme measure of stopping trains at 4 o'clock wherever they might be, whether freight or passenger, and regardless of the amount of obstruction thus placed on the road as a legitimate means of bringing pressure to bear on the company.

Of the five passenger trains in transit at 4 o'clock, the engineers of two handed over their locomotives at once in perfect condition to the substitutes who presented themselves to take them; they then left the trains, which proceeded under the new men.

The engineers of the other three trains refused to surrender their locomotives, but detaching them, kept them in motion or abandoned them in such a way as to occasion much delay and obstruction as possible. The strikers, however, did as little injury to persons and property as can be expected on such occasions. Some oil cans were carried from the locomotives, a feed pipe was cut, in one or two cases bars of soap were afterward found in the tenders, and other trifling injuries done. But with the exception of those who refused

to surrender their locomotives, the conduct of the men as a whole was creditable to them. Noisy and disorderly crowds collected in and about the stations at 4 o'clock, especially at Boston, and these were largely composed of engineers, members of the Brotherhood from other roads, sympathizing strongly in the strike. As the trains came into stations these men clambered on the locomotives and tried by threats, jeers, bribes and persuasion to induce those in charge to abandon them. In many cases they succeeded; and, where they did not, the substitute engineers were subjected to insults and imprecations, though violence was resorted to in only one or two instances. Nor in these few cases had there been any of the striking engineers in the lawless acts.

All of the engineers of the road, sixty-seven in number, and all of the firemen, took part in the strike. The inconvenience and loss occasioned by it to the corporation had been considerable. Substitutes offered themselves in great numbers, but many of them were speedily persuaded to join the Brotherhood, and those who refused were unacquainted with the road. The superintendent acted with great energy and decision, but was compelled to adopt a new running schedule under which all the freight trains were stopped and the number of passenger trains largely reduced.

The safety of such trains as were run was provided for by patrolling and guarding the road and placing men thoroughly acquainted with it on each locomotive to inform the engineers.

In connection with this statement of facts the commissioners now respectfully submit the following inferences and suggestions.

The most noticeable thing about the whole affair, as revealed in the voluminous evidence taken during the investigation, was the absence of any sufficient cause for its having taken place at all. In the performance of its official duties, this board has more than once come in somewhat sharp collision with the present officials of the Boston & Maine road, and its members entered upon their investigation with the expectation of finding an obvious and satisfactory way of accounting for the trouble.

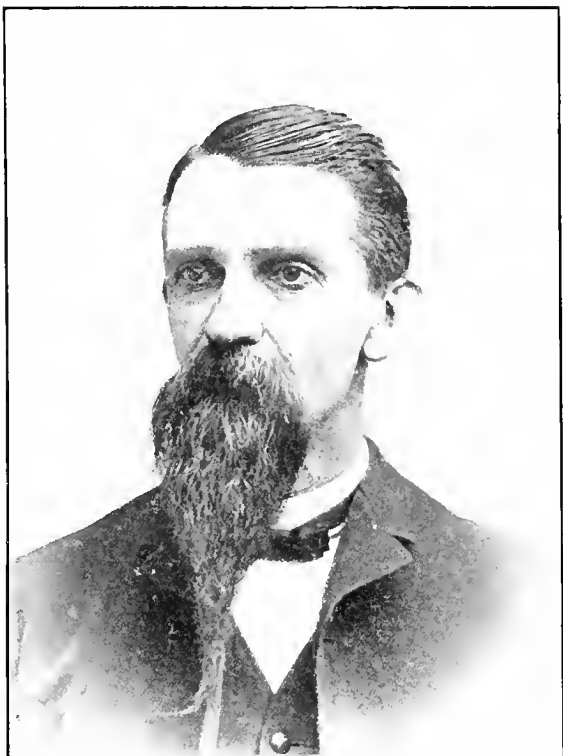
In this they were wholly deceived. The bearing and demeanor of the officials of the company throughout the occurrences which have been described seem to have been not only unexceptional, but very forbearing; they were firm but perfectly conciliatory. On that point there was no conflict of evidence. They united in the hearing in expressing the highest possible opinion of the engineers of the company as a body of men; and the engineers, on the other hand,



DR. SOLON S. ROBIE, Late Historian  
Divisions 61, 312 and 439.



EBEN T. SUMNER,  
M. M., Southern Division, B. & M. R. R.  
In service 49 years. Member Division No. 61, 42 years.



ALDEN I. GIFFORD,  
The oldest employee of the B. & M. R. R.,  
Joined Division No. 61, January 6, 1865.



O. H. HALLETT.  
A Veteran. Fitchburg Division, B. & M R.R.

agreed in saying that they had no fault whatever to find with their treatment by the officers. All the conferences which preceded the strike were not only civil, but friendly and pleasant. The committee had made some complaints of rough and abusive language which William Smith, the engine despatcher of the company, had been in the custom of using to the men under him, and this the president had expressed his regret for, and promised to attend to.

Much has been heard on this subject through the papers, but in the hearing before the board every member of the engineers' committee stated that on this point the assurances of Mr. White were perfectly satisfactory and that it had nothing to do with the strike.

Of the men who testified, also, one only acknowledged that he had not replied to this engine despatcher in language quite as rough and sharp as that which had been addressed to them. This grievance was manifestly an after thought and amounted to nothing.

As respected wages, the pay of the engineers up to January, 1876, had been increasing steadily for fifteen years until in January, 1876, when the ten per cent. reduction was made, they were from 60 to 70 per cent., according to grade, higher than they were in 1862.

After the reduction was made they were still from 50 to 60 per cent. higher, and the men were receiving \$60 to \$90 per month net, with regular employment. They were consequently feeling the extreme pressure of the present times less, it is safe to say, than nineteen men out of twenty of skilled workmen. The reduction of wages, also, had been a general one, including all the employes of the company, 1556 in number.

The 67 Locomotive Engineers, however, did not seek to include the other 1489 employes in their demands, nor did the others ask to be included. An exception was asked in favor of a particular class. Neither were the wages, as reduced, lower than those paid for the same work by other corporations. At least three other companies operating roads running out of Boston had reduced the wages paid by them at about the same time, and the reduced wages still remained fully up to the average paid throughout the country.

In point of fact, however, the numerous witnesses among the engineers who gave their evidence at the hearing wholly failed to agree in assigning the cause of the strike to any ground, whether wages or anything else. Some said they struck because the others did. Others gave as a reason the belief that the wages were to be yet further reduced; or that promotions were not to be made; or

that the twenty-five cents a day contingent on good behavior was to be stopped. One witness frankly acknowledged that the pay had nothing to do with his action; that he struck because he wanted to, and because he had heard that Superintendent Furber was hostile to the Brotherhood of Locomotive Engineers.

It scarcely needs to be said, also, that a railroad strike is not like other strikes. Those are simple questions between employer and employed, involving outside interests only in a slight degree.

A railroad strike, however, almost necessarily entails an incalculable amount of loss and inconvenience on wholly innocent third parties. It can only be looked upon as an extreme measure—one not lightly to be entered upon and for trivial motives by any body of men. The very essence of such a strike, in fact, is that it inflicts such a degree of injury, loss and inconvenience, not on the parties to it, but on the public, that it cannot last. The community is throttled that a corporation may be subdued. From a public point of view, nothing can justify the recourse to such a remedy save the existence of grievances of the most indisputable character. That so respectable, intelligent and reliable a set of men, therefore, as the Boston and Maine engineers—picked men in every sense of the word—in receipt of large and regular wages, sure of their situations, and with families dependent upon them, should, in times like the present, and without the slightest sense of personal ill-will to their employers, quit at a moment's notice a service in which some of them had passed thirty years, to engage in a railroad strike, for which they could assign no adequate ground, is a fact which demands an explanation. To those listening to the evidence given in this investigation, and observing the men, that explanation was obvious and impressed itself at once on all the members of the Board. It was made apparent from the statements of Mr. Arthur in regard to the Brotherhood of Locomotive Engineers, and the part that organization, as such, had taken in several recent similar strikes elsewhere.

According to his statements, which are undoubtedly correct, the Brotherhood of Locomotive Engineers, dating its organization from the year 1863, was originally intended to be a society of a social and charitable character, having for its object the improvement of the Locomotive Engineers as a body. In this work it has certainly been very successful. It has inculcated principles of sobriety and fidelity among that important class, and has accomplished a very great work in providing for their sick and destitute. It has also

grown rapidly, until now it includes among its members a very great majority of the best Locomotive Engineers of the country, and possesses a large amount of accumulated funds.

It is in some respects a secret society, made up of Divisions having headquarters in all the principal cities in the country, the whole bound together by a central organization of salaried officers, who reside at Cleveland, Ohio. More recently the Brotherhood has made itself, as Mr. Arthur freely stated, somewhat unfortunately notorious by its active participation in and support of several railroad strikes. These have almost uniformly been successful through their great strength, resources and esprit du corps of the Association, and more especially from the fact that it has not scrupled to use as a weapon the position its individual members hold as trusted agents in the work of modern distribution. Its strikes have always been marked by the same characteristics and *modus operandi*.

The corporations between whom and whose employes the difficulty has arisen have declined to accept the offered mediation of the recognized head of the Brotherhood. A strike has thereupon been authorized by it. Without this permission a strike is impossible; for, if it is attempted, the organization at once exerts itself to fill the places made vacant and to break the strike down. The permission to strike, on the other hand, carries with it the assurance that the large resources of the Brotherhood shall be devoted to securing success to the movement, and all those engaged in it at once pass from the service of the corporation to that of the Brotherhood, which undertakes to provide for them until the recalcitrant corporation succumbs; or, in case it holds out successfully, until the strikers can secure other situations. In every instance, regardless of the season of the year or the public convenience, the strike takes place at a fixed hour, and all trains are abandoned by their engineers, wherever they may happen to be.

So far as the organization is concerned, a state of warfare, within the letter of the law, between it and the railroad corporation—"the enemy," as Mr. Arthur termed it in his evidence—then ensues. The single object of its members is to paralyze its opponent; to stop the whole movement of travel and traffic on its lines, and to compel its submission. That they may the more surely and quickly succeed in doing this, they wholly ignore the rights and interests of the public; they consider, as was openly stated at the

hearing, that the responsibility for every consequence rests upon the corporation from its refusal to yield. Every means, short of open violence, is in practice regarded as legitimate to prevent others from taking the places of those who have struck.

The rapid manner in which these strikes, so conducted, have of late followed one upon another and their uniform success under Mr. Arthur's lead it was apparent throughout the hearing had inspired both himself and the members of the Brotherhood with an absolute faith in themselves and their organization. They no longer believed any corporation could stand out against them, or that another strike meant anything but a new triumph. The Commissioners can entertain no doubt that it was this sentiment among them which led to the otherwise inexplicable action of the Boston & Maine engineers on the 12th instant. It was a little better than a wanton exhibition of power.

The Commissioners have no idea that either Grand Chief Engineer Arthur or the members of the Brotherhood will for an instant accept this explanation of their conduct. Mr. Arthur, indeed, with a misapprehension of the position he occupied, which would have been ludicrous had it not under the circumstances been alarming, dwelt with great eagerness, in his statement at the hearing, on the fact that the Brotherhood was opposed to all strikes, and had recourse to them only in the last resort. This may have been originally the case; and the recent strikes which have taken place under its auspices, the members of this Board are informed of only through Mr. Arthur's own statements to them.

As to the strike of the 12th instant, however, after listening to the evidence of the parties, and endeavoring to draw a dispassionate conclusion from it, we feel compelled to say, that if the facts presented to us will justify a railroad strike under the protection of the Brotherhood of Locomotive Engineers, with all its attendant losses, dangers and inconveniences to the public, then any facts will justify it. The community has no protection whatever.

If, moreover, the influence of the Brotherhood is, indeed, exerted in the interests of peace and good will, it can only be said that, whatever his secret counsels may have been, Mr. Arthur's own public utterances and telegrams in connection with the recent difficulties in Boston have been singularly unfortunate.

He has, to say the least, allowed his zeal and sympathies to get a complete mastery over his discretion. In language, the significance

of which it is charitable to suppose he did not fully appreciate, he, a citizen of Ohio, chief of a secret organization having ramifications in Massachusetts, has ventured to intimate that, under existing circumstances, it depended on him alone whether the movement on the whole railroad system of the state should be brought to a stand-still.

A power which the Legislature itself would not dare to claim, an alien to our laws has threatened to exercise. Certainly, if for reasons of economy or better education, the Locomotive Engineers of Massachusetts were, as a class, of English or German, instead of American birth, our people would hardly tolerate the presence of an emissary of queen or emperor who proclaimed and threatened to exercise such a power over them.

It is not easy to see where the distinction lies. Our railroad corporations are wholly subject to the laws of Massachusetts, and cannot escape from them; and there is assuredly no reason why an organization, which openly proclaims a practical power of stopping the whole action of these corporations, should not also be subject to those laws, or else cease to exist within the limits of the State. If the issue is to come in this shape, the sooner and more squarely it is presented the better.

The Commissioners believe they speak within bounds and say only what it is their duty to say, when they express their belief that the condition of affairs disclosed in our railroad system, as the result of the strike of the 12th instant, is wholly incompatible with the public interests.

Throughout their investigations the members of the Board have looked at the question simply in its public belongings. With the Boston and Maine Railroad, as such, they have not concerned themselves. That corporation, or any other, and its employes, may enter into what disputes between themselves may seem good to them. Neither party, however, can for a moment be permitted to make the public the chief sufferer in the contest.

Upon this point, at least, no room for doubt should exist. The railroads of Massachusetts are its arteries. If, to secure some trivial and private end, either party undertakes to wantonly stop the flow through those arteries, it becomes a question, not between private parties, but between the Commonwealth and the public enemy.

Undoubtedly the employes of a corporation have a right to leave its service. They can do so simply or in a body. The community has also rights in the matter. Those employes have no right to take out trains loaded with innocent travelers, perhaps, as in the case of the recent Grand Trunk strike, in the most inclement climate, with the deliberate intention in certain contingencies of stopping the train and abandoning it at a given hour.

A pilot might as well "strike" and abandon his ship on a lee shore. If such an act is not a criminal offense, it should be made one. If, however, employes, in a reasonable and proper manner, with a due regard to their obligations to the public, have a right to leave the service of the corporation, on the other hand the corporation has an equal right to go into the labor market and employ substitutes in the place of those who have so left its service, and those substitutes are entitled to protection in working for it. They have a right to be guarded from intrusion while in the line of their duty, as well as from insults and violence. So, again, the law of this State, under heavy penalties, requires railroad corporations to carry passengers over their lines to their destinations, when called upon to do so. During the recent strike, Locomotive Engineers on roads connecting with the Boston and Maine have undertaken to say that, in this respect, the corporations employing them should not do what the law of the State specifically said they should do. They have refused to haul trains containing cars of the Boston and Maine road, thus setting allegiance to a Brotherhood above obedience to the law.

In view of these facts and conclusions which have been stated, we respectfully submit this report, to be accompanied by a copy of the evidence and documents upon which it is based, if the Legislature shall so order. We would also suggest the early passage of penal statutes to cover the following offenses:

First. The abandonment by Locomotive Engineers of their locomotives upon railroads, in furtherance of any combination for a strike, except at the regular schedule destination of such locomotives.

Second. The obstruction of a railroad or the injury or abstraction of the property of any railroad corporation in the furtherance of the objects of a strike.

Third. The interference of a railroad employe while in the performance of his duties, or on the premises of the company.

Fourth. The refusal of any Locomotive Engineer or railroad employe, in furtherance of the object of a strike, to aid in the movement upon the tracks of the corporation employing him of the cars of other corporations.

CHAS. F. ADAMS, JR.,  
ALBERT D. BRIGGS,  
F. M. JOHNSON,  
Commissioners.

Boston, February 21, 1877.

### REPLY OF P. M. ARTHUR.

Boston, Feb. 22, 1877.

To the Editor of the Boston Herald:

I desire, through the columns of your widely circulated newspaper, to express a few opinions upon the report of the Railroad Commissioners which has been given to the public. The general tenor and bearing of the report strikes me as savoring of anything but genuine American republicanism.

The effort to classify an American citizen as an "alien" merely because he resides in another State seems to be rather a dangerous schism. Mr. Moody said, in a recent discourse, that in no city in the Union had he found so many schisms as existed in Boston. Such an attitude as that assumed by Mr. Adams of the Commissioners is likely to do more to injure the character of Massachusetts than any of the electioneering difficulties ever brought about by political tricksters. If the Commissioners wish to recommend the enactment of judicious laws for the protection of the public, we say amen most heartily; but when those gentlemen presume to say that an American citizen can be an alien to the laws of any State in the Union, we are impelled to ask whether we are free and equal citizens of the United States, or subjects of petty State despotisms. As an American citizen I am justified in whatever course of action I have hitherto pursued; and am ready to abide by any State laws which do exist, or may be framed by the people; but I have too much respect for, and confidence in the law-givers of the old Bay State to believe that they will ever so demean themselves as to enact laws which shall recognize any privileged classes.

I do not believe that a charmed circle will be drawn around any corporation, absolving them from compliance with every law which

demands recognition and obedience from the workingmen of this State, in their humbler though not less honorable sphere.

If there is a rock now hidden from the sight of the great masses of the American people upon which this glorious republic is in danger of going to pieces, it is the great and increasing tendency toward class legislation.

Liberty is fast becoming a by-word, and justice is almost a farce from the manner in which it is dispensed by would-be dictators and autocrats.

In my official position as Chief of the Brotherhood of Locomotive Engineers I assert, in the face of whatever insinuations may have been or may be thrown out by corporations or their allies, that the organization which I represent has for its object the improvement of morals and the development of greater proficiency among the engineers of the country; provision for sickness and death, to which we are so constantly exposed; and the honorable and laudable desire to secure a just and equitable compensation for the arduous services rendered the corporations in the discharge of our duties. What individual, single-handed and alone, ever secured concessions or even justice from wealthy and dictatorial corporations? We are banded together for self-protection; and in these days when capital so remorselessly sets its iron heel upon the necks of the laboring classes, we ask, in the name of God and humanity, are we not justified in using every honorable means to provide for the daily wants of ourselves and of our families?

It has been asserted that there was no sufficient reason for a strike; that it was merely a question of ten cents a day! One hundred years ago a paltry tax on a few chests of tea in Boston harbor was deemed of sufficient importance to precipitate a would-be nation into a bloody and devastating war. Ten cents a day is a small matter, but the spirit of some railroad corporations, so anti-American and so undemocratic, has pronounced to the world that workingmen have no rights that capitalists are bound to respect. Wendell Phillips, your noble and justly-honored representative of American freedom, whose whole life has been spent in the interests of universal liberty, said, not many days ago, before a Boston audience, that there was less liberty today in Massachusetts than can be found in poor, unfortunate, despotic France. Let us hope in the sorrow of his manly heart he may have looked at the picture in a darker light than the situation actually warrants; but let us never be misled by the bursts of virtuous indignation which greet us on



EZRA R. COLE, Oldest Engineer,  
Fitchburg Division, Boston & Maine R. R.



C. K. MITCHELL, Chief Engineer,  
October, 1896 — April, 1898.  
Salaried Chairman.  
General Committee of Adjustment.



HENRY H. WILSON, Secretary Hall Committee.



WALTER S. BRAZIER, Chief Engineer,  
April, 1898 — January, 1903.

every hand, emanating from those men whose six per cent. is of more value in their estimation than truth and justice.

Much has been said by the Commissioners reflecting upon the Brotherhood to which the former engineers on the Boston and Maine Road belong; every trifling indiscretion of which the employes of the road have ever been guilty has been magnified into a penal offence; but we look in vain, from beginning to end of their voluminous report, for any allusion whatever to the condition of many of the boilers in use by the Boston and Maine Road. They fail to report to the public, in whose behalf they have made their disinterested investigation, that the sworn testimony of Engineer Smith, which was neither disproved nor denied, showed that some of the boilers were so rotten that they actually crumbled away when attempts were made to repair them. Nor were any facts reflecting in any manner upon the management of the road mentioned in the report.

We had anticipated at least a fair and impartial statement of the case as developed by the sworn testimony submitted at the hearing, but we regret to admit that the proverbial tendency in most public reports of toadyism to capital is strikingly noticeable in the aforesaid document.

The Commissioners forget to mention that after paying the usual six per cent. dividend the road had a surplus of over \$91,000 to be placed to their credit; and that the plea of poverty set up by the President was an unmanly subterfuge by which to evade the payment to the employes of a decent compensation. Nor do they allude to the fact that the salaries of the President and Superintendent have been recently advanced \$500 each per year. They do not recommend that railroad corporations shall be compelled to employ only practical and experienced men for presidents and superintendents; nor do they suggest that a statute be enacted making it a punishable offence for stubborn and self-willed men to squander the funds of the widows and orphans, which money they hold in trust, in their official capacity, for the gratification of their own personal ambitions or animosities. Were the interests of stockholders protected by such a law as this, there would be few bankrupt and rotten railroad corporations; for it is a noteworthy fact that the insolvency of many of the roads in this country can be traced directly back to selfish and autocratic government by the officers in charge.

The fact that the Brotherhood have never resorted to strikes when the officers of a road have evinced a disposition to consult with their employes in a gentlemanly manner, is the best evidence we can give that we do not advocate strikes, except as a final resort. The commissioners admit that the Brotherhood has accomplished much good, and they approve of the charitable and benevolent feature of the institution; but they deny that we have any rights which railroad managers are bound to respect. On many of the roads in this country, were it not for the fact the engineers were well organized, they would not have received a sufficient compensation out of which to maintain this same charitable and benevolent feature of which the commissioners so much approved.

The system now in vogue on the majority of roads has caused a reduction in the wages which will compare favorably with the reduction made in all classes of labor, from the fact that an engineer receives no pay unless he is actually on his engine, and then only for the number of miles run. There are many hours during which he is actually employed, for which he receives no compensation, yet there is a growing disposition among some railroad managers to still further reduce their wages. My mission in Boston was directly in the interests of peace, and I have endeavored thus far to do nothing which would not directly tend to the interests of the stockholders and patrons of the Boston & Maine road, as well as the interests of the employes. While heartily approving of the first and second recommendations of the commissioners, we claim that we have the right to approach, and if possible, hire, any man while not in the discharge of his duties, if we so desire.

We also claim that it is lawful and just if a corporation is giving aid and comfort to an avowed "enemy" to refuse to work for them if we so elect. In illustration of this idea I would ask what were the feelings with which we in the North regarded the interference of England during our late family quarrel?

We would also like to add to the recommendation of the commissioners a clause making it a penal offense for a railroad to employ and continue to retain the services of incompetent and inexperienced men, or those who have been previously discharged from other roads for intoxication or unworthiness.

Respectfully the public's obedient servant,

P. M. ARTHUR.

Undoubtedly, certain ends might be attained by the removal of organization of laboring men, but the prosperity of a community can be certainly measured by the amount of personal interest each member takes in himself and the welfare of his neighbor; "by their fruits ye shall know them."

It has never been the compiler's fortune to get a good statement of "the other side" or it would appear here with what is penned, and it compels him to feel that the Brotherhood, or the engineers even as individuals, were not all to blame.

Statements of Mr. Smith and Mr. Furber when in office were not savored of much sympathy for the Brotherhood, after Mr. Smith was dropped from Boston Div. No. 61, and as two bosom friends, one could not expect it. Feelings between some of the engineers and Mr. Smith were not very pleasant, and thereby hangs a tale that may have lead up to what may have grown into the trouble of 1877.

Of those who come after the strike, the few referred to by Grand Chief Arthur, with and of what it is composed today, only a decade after the Boston & Maine strike occurred, Boston Division in its full vigor of life contributed \$15,000 to the assistance of members involved in the strike on the Chicago, Burlington & Quincy Railroad.

While it has assisted in all the tribulations of the Order in general, it has never refused to aid any worthy object brought before it in a proper manner, and it has built up a solid body in the territory it covers as a Union of Engineers, second to none in the country.

To do business, the successful business man of the day will say, "advertise;" it appears to be so, and no matter what the business may be.

The little band at Detroit in 1863 when they prepared to launch into the Brotherhood business, carried their advertising where it would do all the good possible, and just so it has been done to the present time.

Changes and improvements have come from time to time, and like all other institutions of success, with a first cost of, often, enormous amounts. While the first fruit was in a way small and untoothsome, it improved from year to year, and as a Brotherhood, the strict attention to the real business of the point of issue, has built up an institution to stand so long as the use of human labor shall exist.

The strike of 1877 showed the true moral courage of the men of which Boston Division was made.

It is now a generation since the event that proved a great bill of expense and in a reality, a grand dismal failure, and only to those directly interested, is almost forgotten.

Several railroad strikes have in a way interested Boston Division, but the foregoing was the only one that Boston Division had members concerned in directly.

As a dismal failure it has been more than once called, for to some, for a time, it was unpleasant. A part of the members, who were in it, soon obtained positions on neighboring roads, some went to roads more distant; others engaged in different kinds of business. A few retired to a more quiet life.

Twenty-nine years and over have passed, and today the greater part of the men are well along in years, while many from all stages of life who were engaged in it have passed to whence "whose bourn no traveler returns," and with due regard to justice, and with those who actually crushed what the B. L. E. fought for, and not to use personality, but touching upon the real strike breakers, they went as all such go—sooner or later—to their own rewards, as drunkenness or stealing takes any one, and the good that came after them are not of those referred to with derision, but are in a great many cases members of our Brotherhood, staunch and true. The wave of ill-feeling and the cause and authors of it, are evidently removed, and although now passed to join the silent majority, nothing is intended in this—and in fact much has been left out—to cast reflection in any form upon any parties, pro or con, to the Boston & Maine strike of Feb. 12, 1877.

By careful research, of all the many strikes there fails to be noted one that was not attended with great loss to both sides, also to the innocent community, and although victory has been in different issues to the different sides, it can no better be summed up than in the rough-edged saying, "War is Hell."

In the foregoing pages there have appeared some matter on the Boston & Maine strike, which if referring to the report of the railroad commissioners of that time, it had been given as the actual state of affairs that existed then, nothing further could be said.

It would not be expected a railroad corporation would exhibit its own weaknesses to a public tribunal, neither would the Brotherhood or ex-employees of the road disclose their own weak side to

public view, to be harrowed before the public, unless through compulsion.

Had the commissioners been honest and fair-minded, no objection whatever could be taken to their report. While it is not the purpose of your compiler to re-try the case, it is his intention to place honest material in the right place so far as it directly concerns this work.

The trouble was wholly between men and officials and not between the company and its employees. Had the officials opened their doors fairly to the help, the troubles could never have happened. This has been many times borne out by worthy persons better acquainted with the matters than even some who at that time tried to injure through the columns of the newspapers the company and the engineers.

Trying times have been experienced since, as were then to be confronted, and amicable adjustments were most pleasantly made, perfectly fitting to the circumstances; this with help of practically all classes. While with the same predicament, and the exercise of personal prejudices, a feeling could possibly have been made into trouble, and the trouble have been fanned into the flame of a possible strike.

But a little over a decade ago, this same corporation, with its enlarged system, by misfortune came into a state of circumstances whereby retrenchment was quite necessary. It was made. It was soon prosperous, and no one practically the loser. The true spirit of manhood in the officials, co-operating in harmony with the men under them paved the way, so that the men were not made to suffer but to be benefitted in the end. True indeed, some had to grumble at their lot, but it was not those who had to take the worst of the lot who grumbled the most. Had the true state of affairs appeared in the hearing of the commissioners, and been honestly reported by them, our late worthy Grand Chief Engineer could have found no possible way to have taken exceptions to what that supposed honorable body should have submitted. Had Grand Chief Arthur been justly treated by them (the same as the officials, employees, or anyone else) it would not give occasion for the extract given here from the Boston Herald on the preceding pages, in which Mr. Arthur replied to the commissioners' report. The foregoing pages do not in full give all the facts as to their existing schedule, and perhaps to quote more would make things plainer (taken from the Engineers' Journal of April, 1877), is the following:

"Previous to January 1, 1876, the engineers running regular trains were receiving \$3.50 per day and a bonus of twenty-five cents per day, payable quarterly, for good behavior; firemen \$2.00 per day, subject to the same rules.

"Firemen promoted to engineers, for the first three months received \$2.25 per day, with an advance of twenty-five cents per day every three months, until they received \$3.25, which was the highest price paid until they received a regular schedule train or run.

"On the first of January, 1876, an order was issued reducing their wages ten per cent., making the highest rate paid \$3.15. The men very naturally complained about the reduction.

"In the following April (1876) Grand Chief Arthur made a visit to Boston Division, and at the request of some of the members, he called upon President White of the Boston & Maine road in regard to the matter, and had a conference with him in regard to the wages of the engineers. His efforts were unsuccessful, also from that time till the men stopped work, they were not advanced from one grade to the other; and when they asked William Smith, Engine Despatcher, for an increase according to the system then in vogue, they were greeted by a volley of oaths; and when they went to Superintendent Furber he would receive them with a growl and would refer them to President White, and he would refer them to the directors; and when they looked for them they were not to be found. Their patience became exhausted and they decided to appoint a committee, draft propositions and submit them to the president."

The committee consisted of George W. Stevens, George W. Kent, Warren H. Walker and C. A. Stevens. Under date of Feb. 12, 1877, they presented a schedule to the officers of the road as given over the names of the committee, being the first one of the list in the report of the commissioners.

This effort failed to bring about any adjustment of the affairs of the engineers, and accordingly the engineers requested the presence of their Grand Chief Engineer in Boston, where he arrived Thursday, Feb. 8th, and was escorted to the American House.

During the day Mr. Arthur had been notified of the action of the engineers, and the result of their interview with the president.

Knowing of their failure in their exploit, the Grand Chief Engineer under date of Feb. 8, 1877, sent the letter referred to in the commissioners' report, to President N. G. White of the B. & M. road, and received a verbal reply as follows:

"Who is this man, Arthur? I don't know him. I will not allow any man to interfere between me and my engineers."

"After receiving his reply, we advised the committee to change the first propositions, and submit another instead, in hopes of effecting a peaceable adjustment, as we were very anxious to avoid having a strike if possible." The one submitted was dated Feb. 1, 1877, and is the second one referred to by the commissioners over the signature of the committee.

Our reasons for doing so were, they had heretofore been running from 110 to 151 miles for a day's work (although 100 miles is considered a fair day's work), for three dollars and a half. We thought by leaving the mileage question out a compromise might be effected, but we were doomed to disappointment. The officers positively refused to make any concessions whatever, notwithstanding they had five grades of wages—\$2.25, \$2.50, \$2.70, \$2.90 and \$3.15. One brother was running 151 miles per day, five days in the week, and all he received was \$2.90 per day.

The whole matter was referred to the proper tribunal of the Brotherhood, and permission granted to the brothers to stop work if they chose to do so. After a careful deliberation of the case, they decided to stop work, but before doing so the committee waited upon the officials and presented the third proposition to Mr. White, and is given in the report of the commissioners over the signature of the committee and dated Boston, Monday, Feb. 12, 1877.

Not receiving satisfaction from them, at the appointed time, every engineer and fireman in the employ of the company, save one fireman, stopped and remained two hours with their engines so as to be ready to proceed with their trains, providing the officials acceded to the propositions which gave the company four hours to prevent the stoppage of their trains that caused so much inconvenience to their patrons.

But they were stubborn, and rather than pay the old, tried, true and faithful engineers that had served them well for thirty years what they asked, they hired incompetent, inexperienced men, who had been discharged from other roads for intoxication and stealing, regardless of the safety of their lines and property of their patrons. They also hired an extra force of men; kept three and four upon an engine; abandoned twenty-one trains; issued a new time-card; placed a cordon of policemen around their premises, besides one upon each engine, to escort the new engineers to and from their

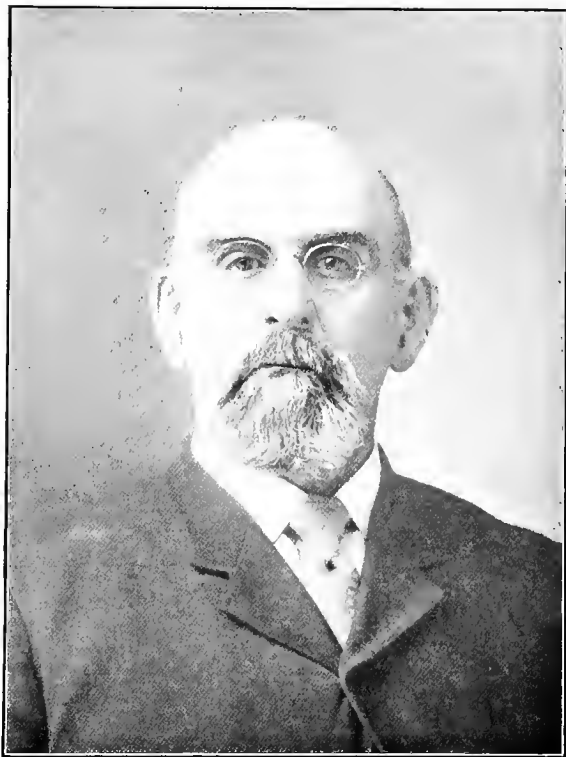
boarding houses, thereby incurring large expenditures of money, besides having some of their best engines burned and otherwise injured; and we are credibly informed that they have paid over \$100,000 damages on delayed freight. All this has been done rather than to yield to their old engineers, and to gratify the stubborn will of President White and Director Osgood; and we leave it to an unbiased public to decide who is responsible for the strike and the heavy loss of money to the stockholders.

Mr. White claimed they were poor—unable to pay as much wages as other roads centering into Boston—notwithstanding their annual report showed a balance on hand of nearly \$92,000 after paying six per cent. dividends and an increase of five hundred dollars to his and Mr. Furber's salary during the past year. Yet they pleaded poverty; and yet they wilfully and recklessly squandered a half million dollars in their vain attempt to destroy our institution. They called to their aid the renowned railroad commissioners, of whom Charles Francis Adams, the would-be governor, is chairman, and sought, through them, the enactment of laws that would shackle the hands and seal the lips of every engineer in the State of Massachusetts; but, thanks to the law-givers of the State, they are not owned and controlled by railway corporations, as they are in New Jersey.

They have falsified us, and the manner in which they were operating their road, through the newspapers, thereby hoping to mislead and deceive the public; but the people were not to be deceived by them . . . and instead of destroying the Brotherhood in the New England States, they have united the men more closely than ever.

Never in the history of our organization has there been so deep an interest and determination evinced in the East as at present to uphold, maintain and preserve our Association.

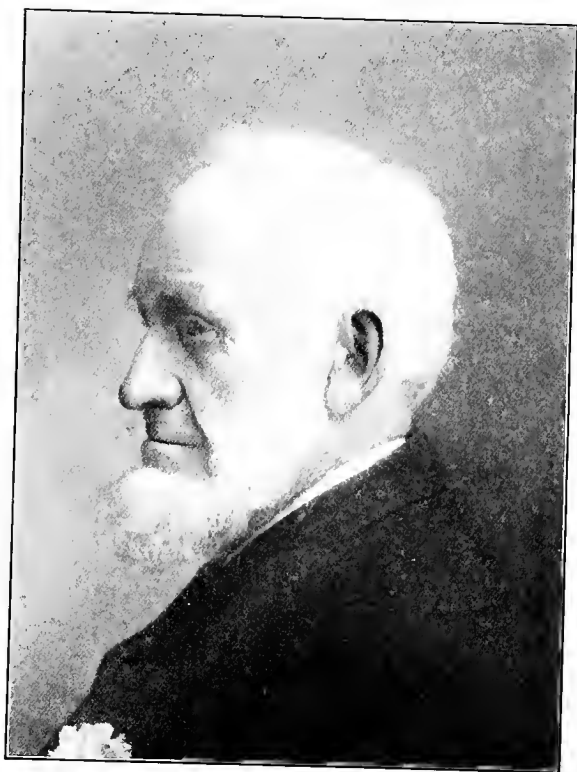
Knowing well the weakness of human nature, and that it's man's own true nature, in no matter what capacity, to "buy as cheap and sell as dear" as the market affords, whether it be labor, merchandise, or knowledge; just the same can be expected in any routine of business. To suppress that which is obnoxious to the situation, and to raise up and extol that which is beneficial, is only natural, and looked up to as the road to success by any one whose business is considered at stake.



G. P. FAIRFIELD, Chaplain.



SYLVESTER G. CANNEY. In service 57 years.



REUBEN JONES. In service 55 years.



G. C. FARNSWORTH. B. R. B. & L. R. R.

## OFFICERS.

The officers of Boston Division No. 61, at its organization, consisted of Chief Engineer, First Engineer, Second Engineer, First Assistant Engineer, Second Assistant Engineer, and Third Assistant Engineer.

To the above were later added the office of Guide, Chaplain, Delegate and Alternate. The office of Insurance Agent was created about the time the B. L. E. Insurance was instituted, also later Journal Agent.

The Chief Engineer's duty is to take charge of all meetings when present, and take an active part in all business transactions of the Division.

The duty of the First Engineer is to assist the Chief Engineer, see that proper decorum is preserved, and in the absence of the Chief Engineer presides.

The Second Engineer guards the inner door at the meetings, receives all members, visitors, or candidates while the meeting is in session. The First Assistant Engineer is the secretary, and receives all the funds paid into the Division, and assists the Chief Engineer in the transaction of the business and cares for the seal, under which all important business is transacted. The Second Assistant Engineer is the treasurer of the Division, and assists the Chief and First Assistant Engineers in guarding the funds of the Division, and is held directly responsible for the funds intrusted to his care in the transaction of business. The Third Assistant Engineer is the guardian of the outer door, and first receives all members, visitors, or candidates after the meeting is in session.

The Guide assists the Chief Engineer in the lodge room, and cares for the candidates during admission.

The Chaplain, as the office implies, performs the duties attendant upon the office, whether in the lodge room or on public occasions.

The Delegate represents the Division at the conventions of the Grand International Brotherhood of Locomotive Engineers, and in that capacity constitutes one of the members of that body, and is supposed to take part in all the affairs of the legislation of that body.

Alternate is an office created whereby the person elected to it is to serve as Delegate, if the regular Delegate is unable to attend. The first election to this office was September 7, 1870.

Insurance Agent, as the term implies, is the officer who directly looks after the insurance affairs of the sub-Division with its insured members.

Journal Agent is elected to look after the subscription of non-members to the Engineers' Monthly Journal.

The office of Corresponding Secretary has been maintained a greater part of the Division's existence, but at times appears to have been abolished. Its duties have been to assist the Chief and First Assistant Engineers and carry on the outside correspondence of the Division.

## COMMITTEES.

There has been maintained almost from the first sitting of the Division various committees, on whom fell duties generally defined by the name given the committee; however, at times, perhaps one committee performed the duties generally incumbent upon some other.

Some were appointed for occasions, some annually, and some in time practically becoming standing committees.

Many times officers and committees have been elected or appointed, and the notation upon the record has been meagre and cannot in all cases be fully known.

June 12, 1867, a Literary Committee was elected, composed of R. A. Calder, E. R. Ferguson and I. C. Pingree; but what was accomplished is not told in any of the later records. This is the only time such a committee appears.

Other committees are as follows:

Finance Committee—Their duty was to audit the accounts of the Division annually, or at such times as occasion required, by request of the Chief Engineer, or other proper officer.

Trustees—Their duty being to care for the property of the Division on deposit or otherwise, that no transfer thereof be made without due process.

Hall Committee—The care of the hall has been a most important one, and involved a great deal of labor and trouble. The committee have charge of the belongings, paraphernalia, etc., also attend

to the sub-letting of the rooms, and in years past under the careful management and administration, the hall has been a source of revenue, some of the tenants having used it for years.

At times the place of meeting has been at "so much per meetings," but since the first occupation of the hall at No. 47 Hanover street, the premises have been held by lease. Of all the officers in any capacity none are more deserving of true emulation for real labor than the Hall Committee. It was really the first office to be made use of at the preliminary meeting December 2, 1864, when Sumner A. Bragg was appointed a committee to procure a hall for the next meeting. The same hall was engaged, and the price was two dollars and a half.

Sick Committee—This committee has existed ever since the organization began, and practically based on unwritten law. It has the least mention, but is always manifest and referred to in almost every year's record, yet the earliest mention noticed in the books of the Division is under date of March 8, 1891, "G. R. Dority appointed on Sick Committee of Eastern Division."

The office has devolved upon the officers as a rule, but the members as a whole in reality constitute the Sick Committee, and all brothers in sickness or need have been attended to when their wants have been made known to the Division and through the influence of the Delegate at the conventions of the Grand International Brotherhood. Members of Div. 61, or the families of deceased members, have received donations amounting in all to thousands of dollars from the charitable funds of the Grand International Brotherhood of Locomotive Engineers.

Some of the members who joined between August, 1870, and September, 1885, are only known by the entrance of their names upon the sick list, as referred to in the proceedings of some of the conventions. A regular sick committee is now maintained with a representative upon each Division, or road represented by members who belong to Boston Division.

## ENTERTAINMENT COMMITTEE.

The duties of this committee sometimes devolved upon the Hall Committee, and its duties are well understood and need nothing further said here, particularly for those who ever served in that capacity.

## BALL COMMITTEE.

This office, as in all the others, has its duties, and well known to many of the members. The first mention upon the records appears February 4, 1868, when John C. Wilbour, James H. Prince, Robert A. Calder, George H. Sanderson and Edward Bright were elected a committee to arrange for a ball to be held under their management. It appears it was held Feb. 20, 1868, and although not a financial success, it was, however, a worthy object, and bore its fruits and was a stepping stone to issues that have been the up-building of the Brotherhood. Some years it has been well patronized and a financial success, and its profits devoted entirely to charity.

## EXCURSION COMMITTEE.

This committee has been appointed nearly every year, while its duties have at times been under the head of Entertainment Committee.

Its labors have been by no means a sinecure, and many times the enjoyment of an excursion often depended upon the results of the labors of the excursion committee.

## MUSICAL COMMITTEE.

It appears that under date of March 12, 1899, the Division voted to have a quartette, and it was made up of members of the Division, and "organized by Brother Finn W. Boody."

## THE G. I. A. TO THE B. OF L. E.

From the inception of the Brotherhood of the Footboard, the wives of the Brothers have shown a most visible interest in the affairs of the organization. Parties and associations were formed at different times and places that had a great influence and interest in the management and conduct of the members. Beginning with the annual ball and annual excursion that was installed as a feature of the Division, almost at its beginning, as did a great many of the sub-Divisions, formed in the early days, and now a common feature of nearly all, if not all, of the existing Divisions paved the way whereby the wives and children of the members were brought into close touch with each other, and in so doing made in many cases life-long acquaintances and ties second only to actual kinship. This state of affairs is borne out in the early copies of our journal. "Previous to the organization of the Grand International Auxiliary to the Brotherhood there had been impromptu social compacts of the ladies, having in view the accomplishment of some special object, and, like all such efforts, with the objects attained disintergration was the natural tendency, yet enough had been attained to inspire a few with thoughts of what might be accomplished by the combined efforts and beneficent thought rightly directed of the wives of the members of the B. of L. E.

"The preparations for the Convention held in Chicago in 1887 gave opportunity to put these thoughts into practice, and the Ladies' Auxiliary Society of Chicago caused the following notice to appear in the Journal of August of that year:

"The Ladies' Auxiliary Society of Chicago is desirous of meeting as many ladies as possible at the annual convention of the Brotherhood of Locomotive Engineers which convenes in Chicago in October. Those who are members of Auxiliary societies in different portions of the country are requested to bring with them a copy of their by-laws in order that a uniform code of laws may be formulated and adopted."

"This timely notice resulted in a meeting of the ladies in Parlor O of the Palmer House on October 21, 1887, for the purpose of

establishing the Grand International Auxiliary to the Brotherhood of Locomotive Engineers."

The meeting was called to order by Mrs. G. M. Brown, President of the Ladies' Society at Chicago, and who was made Secretary of the temporary organization. The object of the meeting was here stated and organization as a body entered upon. Mrs. W. A. Murdock was made chairman. There were present at that meeting fifty-five ladies, and of these ten were representatives of societies that were attached to other sub-Divisions. With these other ladies were invited to join the Chicago Society that they may become members and establish a society in their own locality, also entitle them to vote for grand officers.

The By-Laws used by the ladies' association connected with Cincinnati Division No. 95, B. of L. E., at Cincinnati, Ohio, were submitted and were adopted as the rules of the new organization.

Thus was the nucleus of a grand body formed, and with most pleasant results, and the meeting was formally dismissed, to be called to order the following day.

October 22, 1887, the next day, the ladies convened again, and the meeting was called to order by Mrs. W. A. Murdock, and to which ladies from six other Divisions were added. Organization and election of officers was perfected, and thus the Grand International Auxiliary to the B. of L. E. stood forth as another and permanent institution for the benefit of the Brothers and their families. The crescent was adopted as the emblem of the order, and no one was to be admitted except the wives of the members of the B. of L. E. The officers elected were:

Grand President, Mrs. W. A. Murdock, Chicago, Ill.

Grand Secretary, Mrs. G. M. Brown, Chicago, Ill.

Grand Treasurer, Mrs. Charles Thorp, Chicago, Ill.

Grand Vice-President, Mrs. M. C. Maynard, Chicago, Ill.

Grand Sentinel, Mrs. S. A. Randall, Springfield, Ill.

Grand Guide, Mrs. A. Strong, Butler, Ind.

Grand Chaplain, Mrs. Mary C. Orr, Peoria, Ill.

Thus being permanently organized and the headquarters were established at Chicago and the meeting dismissed.

The grand officers convened February 14, 1888, also in July following, to transact business, and decided to hold its first annual convention in Chicago October 8, 1888. At the first annual convention the Grand Secretary reported 25 charters having been issued, and 22 of these were represented in the convention.

The second convention was held in Chicago, Ill., on September 10, 1889, and 45 charters had been issued, 26 of which was represented at this convention. At this meeting many changes and improvements were made, and the "star" was added to the emblem.

At this meeting the insurance of the members was formulated and arrangements made to convene the second annual convention at Pittsburg, Pa., at the time and place of the convention of the B. of L. E.

March 5, 1890, the grand officers were called together and the plan of the Ladies' Benevolent Insurance Association of the G. I. A. to the B. of L. E. was submitted and adopted. Mrs. Chester Durnell was appointed President of Insurance, and Mrs. Mary C. Orr, Secretary and Treasurer, with power to arrange a set of By-Laws and conduct and manage the business until the following session.

The regular session convened in Alleghany, Pa., October 15, 1890, and the insurance feature was formally adopted.

A memorial was presented to the convention of the B. of L. E., then in session, and the convention endorsed the movement and recognized the Grand International Auxiliary as a permanent institution and a valuable assistant in social and charitable work which environed the organization.

At the convention held in Atlanta the following year (3d, 1891) the sub-Divisions of the G. I. A. had increased to 140, the annual conventions were changed in 1892 to biennial, to conform to the new plan adopted by the G. I. A. of B. of L. E. At the close of the year 1905 there were 305 Divisions, and all reported in good condition.

From the election of Mrs. Cassell to the position of editress of the ladies' department of the Journal a section of that organ of the B. L. E. has been at the entire disposal of G. I. A. and its sub-Divisions.

F. S. EVANS LODGE, DIV. NO. 99, G. I. A. TO THE B. L. E.

In the meantime while matters were forming themselves in shaping the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, the ladies in the vicinity of the Divisions of the Brotherhood located at Boston, Mass., were feeling the influences exerted in their behalf as an organization coming from

the wives of a great many of the engineers belonging to Boston Division No. 61, and Bay State Div. No. 439, B. of L. E., both located at Boston.

June 4, 1891, a body of ladies, wives of engineers who were members of the B. L. E., convened at Boston and organized a lodge known as F. S. Evans Division No. 99, G. I. A. to the B. L. E. The name given the lodge in honor of the Chief Engineer at that time of Boston Div. No. 61, B. L. E. The charter membership consisted of forty members and was organized by Mrs. J. Frank Cook of Concord, N. H., deputy of the G. I. A., and member of Granite State Div. No. 49, at Concord, N. H. At this time F. S. Evans Division was the only one in Massachusetts. The usefulness and influence of this organization upon the members and officers of Div. 61 is beyond the power of the compiler to depict with a pen. Likewise it may be said to cast its influence upon the surroundings the engineers are thrown amongst in the daily walks of life, both in his labors and the surroundings of his home. Few can realize the aid given to our institutions through the influences of the Ladies' Auxiliaries to the B. of L. E., its workings many times silent and unseen has done much to elevate the laborer at the throttle and to eliminate evils that have many times rendered manual labor a burden. The high moral character as exemplified by the institution certainly has a greater dignity than spoken words would interpret. It has passed beyond the experimental stage, and in fact, left behind its kindergarten age long before the grand body was a chartered institution. As a local organization without any general connection of one—now sub-Division—with another, it demonstrated its great and prosperous future in perfecting the fixedness of the greatest labor organization known to man.

It has in many ways made itself manifest; conducted missions of charity; ministered to the sick; entertained with social functions; kept an open eye on the cleanliness and perfection of the lodge room; assisted in arranging and caring for the belongings of our apartments; furnished in their own unique way socials, entertainments and amusements. Talent of the highest order has many times been produced, as the results of their labors to entertain the Brothers, and the choice viands that have entertained the palates of the Brothers would put a "chef" of the "Touraine" or "Waldorf-Astoria" to shame, were they asked to compete with the "Ladies' Aux." when they have many times given a "lay-out" and invited

the Brothers to attend and partake as only the "home produced" could be given. In this we can say, if in no other: What is our home without its mother.

The presidents of F. S. Evans Lodge, Div. No. 99, G. I. A. to the B. of L. E., have been:

- 1891-2. Mrs. C. J. Chase.
- 1893-4. Mrs. R. A. Calder.
- 1895. Mrs. G. B. Bushee.
- 1896. Mrs. C. A. Messer.
- 1897-8. Mrs. Emma Wilkins.
- 1899-00. Mrs. H. W. Getchell.
- 1901-2. Mrs. C. E. Kidder.
- 1903-4. Mrs. W. F. Batchelder.
- 1905-6 Mrs. C. H. Woodman.

Few are the presidents of any association that can boast of wielding gavels over their lodges as can Div. 99, being the possessor of two from the frigate Constitution, being the gift of Brother E. A. Ferguson, who was F. A. E. of Div. 61 in its early history.

#### OFFICERS OF LADIES' AUXILIARY OF G. I. A. OF B. OF L. E., F. S. EVANS DIV. NO. 99, BOSTON, MASS.

- Past President, Mrs. W. F. Batchelder.
- President, Mrs. C. H. Woodman.
- Vice-President, Mrs. F. W. Brothers.
- Secretary, Mrs. F. A. Allen.
- Treasurer, Mrs. W. E. Downs.
- Insurance Secretary, Mrs. T. L. Wilkins.
- Chaplain, Mrs. George R. Dority.
- Guide, Mrs. W. D. Boyle.
- Sentinel, Mrs. C. D. Pierce.

## OUR BROTHERHOOD.

The vast amount of material at hand and the many desires of individual members, if coupled together, would create a volume of such proportions that it is impossible to get it within the confines of pasteboard covers, likewise the pocketbooks of the members.

The one fact exists that twelve men at Detroit were the real promoters of the Brotherhood, and our Grand Brother H. C. Hays, in the later 80's tried to get a statement from those of the twelve that were then living. Eight were living who returned answers, also he was able to produce photographs of them in the Journal, and were:

William D. Robinson.

Alfred (Sam) Keith.

Thomas Faulkner.

Henry Hall.

Thomas Nixon.

Thomas L. Van Wormer.

Linus Keith.

J. C. Thompson.

To these are to be added:

George Watrous.

J. McCurdy.

John Brown.

Thomas Haywood.

Henry Lathrop.

George Q. Adams.

Sam Hill.

Orville Baker.

O. F. Johnson.

While the list is really seventeen, as we find by the statements of the eight first mentioned, twelve were of the party that were at the first meeting, while the movement was engrossed by the seventeen.

William D. Robinson, who became the first Chief Engineer, also first Grand Chief Engineer, was born in Massachusetts, May 22, 1826. Little is found of him till we find him an engineer on the

New York Central road at Rochester, where he evidently commenced as fireman soon after becoming of age. At the sitting of the Baltimore Convention, in 1855, he was a delegate and elected Secretary. He had become quite an enthusiast in organization even at that time, having become allied to some of the fraternities prior to this time. In 1859 he left Rochester, N. Y., and went west. In 1861 we find him at Detroit, and an engineer on the Michigan Central R. R., to which, as we find, his career ends in the fall of 1863. With the fullness of the Brotherhood at heart, he for a long time after devoted almost his entire time in perfecting and organizing the Brotherhood. After the incident relative to the Rochester Convention he did not appear so prominent, though as faithful a worker as ever allied to a Division of the order to which his lot was cast. Like all others who live and breathe, he was human and had his faults, yet in his work as a promoter of the B. of L. E. he was faithful, even unto death. He died a member at Vincennes, Ill., a member of a Division at that place, November 7, 1890, and is buried in Oak Grove Cemetery, Washington, Ind. In 1864 he was succeeded by Brother Charles L. Wilson, who was an engineer on the New York Central Railroad, and resided at Rochester, N. Y. He continued in office until February 25, 1874, when he was succeeded by P. M. Arthur. His career was not without its good results, and was remarkable for the quietness of his administration. A point of issue by many factions, while also in later years much dissatisfaction was stirred up by actions that were not agreeable to a majority of the members. At a special session held in February, 1874, his chair was vacated as a movement for the "Good of the Order," and he retired.

Here brings home to the studious reader thoughts that will interpret many things in a different light than they look at first thought. It is apparent that a serious mistake had been made. A step in the wrong direction. However, it had been ten years since he had taken the chair, and through not a few tribulations it had been well guided, at least in part if not as a whole. Be it as it may, the end had come and a new administration was sought as a wise movement, whether considered from a standpoint of business or sentiment.

It may be a noticeable fact that the first three Grand Chief Engineers had been at some time engineers on the New York Central R. R.

The late Grand Chief Engineer P. M. Arthur, who succeeded February 25, 1874, at Cleveland, Ohio, the Past Grand Chief Engineer Charles Wilson in the chair, was born in Paisley, Scotland, in 1831, and at the age of eleven came to New York. Being possessed of worthy talent he, after being engaged in work of a rural nature, soon obtained a job as a wiper in a roundhouse for the N. Y. C. R. R. His abilities were almost instantly recognized by the management and he was placed at firing, and soon became engineer; this he followed till being elected Grand Chief.

He was always interested in his position, both as a laborer and for the corporation he served.

When the organization movement began he became interested in it, and at the organization of Division 46 it found him a leading spirit and charter member. He was a delegate to the special session at Rochester, N. Y., June 12, 1866, and did active work. At Boston in 1866 he was a delegate at the regular session and was one of the committee on establishing the Monthly Journal. He was at the Cincinnati convention in 1867. In 1868 was chief engineer of his Division, and delegate to the Chicago convention. At Baltimore in 1869 was elected S. G. A. E. by a good majority. At Nashville in 1870 he received 49 votes against Grand Chief Charles Wilson's 60, and for S. G. A. E. he received all but five delegates. He was re-elected at Toronto in 1871, at St. Louis in 1872, and at Philadelphia in 1873 by acclamation. The unwise movements of Grand Chief Wilson in matters concerning a strike on the "Pan Handle"—Pittsburg, St. Louis and Chicago R. R. (a part of the Pennsylvania)—caused a sudden change of administration and resulted in the election of P. M. Arthur to that office. Taking up a sceptre of shaken administration he began "putting his house in order," and in a short time had made a thorough change in the affairs of the B. of L. E. with the aid of a competent staff and thorough workers, the order was placed on a footing better than ever, and its institutions were managed and financed so that though it passed through troubles in the next three years of a most serious nature it came out stronger and better. His high moral courage and his manly Christian bearing won for him friends that were life long, and only those who called themselves his enemies were those who placed their prejudices ahead of their better judgment.

"His most lasting memorial will be the work he did," and "his death was lamented by a large number both at home and abroad."

Agreeable to an invitation to visit Winnipeg Division of Winnipeg, Manitoba, he left Cleveland in apparent good health and attended the exercises with a most cordial greeting. Being about to address a meeting upon the third day he arose and ere the first sentence was uttered he fell in the arms of Grand Brother W. B. Prenter, life having evidently ceased. A gloom of sadness suddenly came over the whole community, for in an instant, as it were, it was flashed through the country that Grand Chief Arthur of the B. of L. E. had passed away. Appropriate to the occasion the body was conveyed to Cleveland, where the body was interred in the family lot with a most worthy and appropriate service. He died July 16, 1903.

In the death of Grand Chief Arthur the office of Chief Engineer fell to Brother A. B. Youngson, who was elected in October, 1890, A. G. C. E., taking up the gavel of business as C. E. July 17, 1903, but which by misfortune he wielded only thirteen days, succumbing to the dreaded disease of the kidneys July 30, 1903. He was born in Pittsburg, Pa., March 26, 1849. His father being an editor of a newspaper. Later removing to Meadville in 1851, resided there till 1855, when he was made consul to Sydney, Australia.

Brother Youngson began his career on the Atlantic & Great Western, now a part of the Erie system, and in 1866 was promoted to engineer.

His life and career is too well known to us to need to be eulogized further in this volume, as his high social, moral and business standing was all that could be asked for, and he bore up under a long and most painful illness, and suffered in a true heroic manner. He died at 2.45 a. m. July 30, 1903, at his home in Meadville, Pa.

The funeral ceremonies were attended by the grand officers and many prominent persons who, less than a fortnight before, had been called to the bier of their former leader, and with an impressive ceremony, with a host of friends other than those who were called to witness the last sad rites of the previous occasion, the remains of Brother Youngson were laid at rest in the land of his home of his boyhood, and of Hon. Charles Miller Division No. 43, B. of L. E., to which he belonged, and the calling which he so dearly loved.

With the chair, as it were, left doubly vacant the office seemed to be looking for its man to guide its ship of state, and was of-

ferred by the rule to the next in office, but their long term of years at the trust they then held they felt 'twere better to 'bide their time in the present position than step up to take the sceptre of the former leaders.

After the great loss of two able leaders in two weeks, the Grand Office called a meeting that convened at Cleveland, O., August 7th to 9th, to transact business pertaining to the vacant chair, and the choice fell upon the present incumbent, Brother Warren S. Stone of Division No. 181, Eldon, Iowa, and who was then chairman of the G. C. of A. of the Chicago, Rock Island and Pacific R. R.

Born in Ainsworth, Washington county, Iowa, February 1, 1860. Educated in Washington Academy, also Western College, Western, Iowa, he was well fitted to battle with the world. Entering the service of the Missouri Division of the Rock Island road, and when called to the chair of Grand Chief Engineer of the Brotherhood of Locomotive Engineers, he had manipulated the throttle as an engineer nineteen years. To this there is nothing the writer can add to do better. The present reader knows full well all that need to be known, as the work of this volume is more intended to cover the past than the present, and this chapter is penned to cover in reality matters of the Grand Office in its relation to Division 61, and the best the writer is able to cope with the subject is feeble in the extreme, as one to thoroughly deal with the subject should write more from personal contact and observation.

Before passing from this chapter there is one more that should receive mention as a late Brother of the Grand Office, staunch and true—Brother Titas S. Ingraham, who, as it were, “died in the harness,” having been a life long worker for what as Division 61 stands for, succumbing to the call of the Great Father of us all at the convention at Los Angeles, Cal., May 27, 1904, being stricken, while in a session of the convention, with death, it apparently coming peacefully and quietly. He having fallen back in his chair was noticed by Grand Chief W. S. Stone, who called for a physician, but although only a moment and two doctors were at his side they pronounced him dead. Thus passed from earth another life long worker in our cause. Just prior to his death he had taken an active part in an action that made Brothers W. E. Futch and W. B. Prenter members of the “Grand Office” as part of the official staff. The convention was adjourned for the day and the assembly was suddenly overcast with a cloud of gloom.

Grand Brother Titas A. Ingraham was born in 1835, and in entering active life soon found himself an engineer and an ardent worker for the cause of the laboring man, and at the front in the movement of the "chosen twelve" and at the organization of Division No. 7 at Lafayette, Indiana, found him a member, and represented it at Rochester, N. Y., in September, 1865. In his career he only missed two conventions, those of 1867 and 1869.

In 1872 he was chosen First Grand Engineer at St. Louis, and from that time to his death fulfilled the duties of that office as treasurer of the institution with a credit few could attain. He had outlived all the other Brothers in office, and in the great many years of labor with Brothers Arthur and Youngson perfect harmony and the true Christian spirit had been truly exemplified, harmony existing at all times, which only under the most Christian-like conditions could have prevailed for so long a period. He was a member of the Masonic fraternity in the 32d degree, and the services at Los Angeles, Cal., were attended by a large body of Brothers and Fellows, as such, and paid as their last respects high honors of distinction to the remains of the departed Brother. With a special escort the funeral train left for the home of the deceased, and the last parting of earth was soon taken and like the departed Grand Chiefs he was now with the ages. They all had been ours, but the time had passed and they were ours no more.

It would not be proper for me to leave this subject without mentioning one of the "old guard," our most worthy Brother, and who has been so long in the harness, and who has done so much for our welfare, our worthy Grand Brother and Third Engineer, Deloss Everett, who for many years before being called to the Grand Official staff ran the iron horse out of Philadelphia on the Pennsylvania Railroad. To all of those who read the Journal his name is familiar and his presence with us has been manifested on several occasions, and at the union meeting of the labor organizations at the Boston Theatre in November, 1897, he represented ably the Grand Office, our late Grand Chief Arthur being stricken at that time with severe sickness.

In the beginning of this portion of the work I mentioned the name of Brother Harry C. Hays, who served as Second Grand Engineer, and in that capacity conducted the Journal for a period of ten years—from 1884 to 1894—when at the St. Paul Convention he was elected to the office of General Secretary and Treasurer of the Insurance Association, which he occupied until the conven-

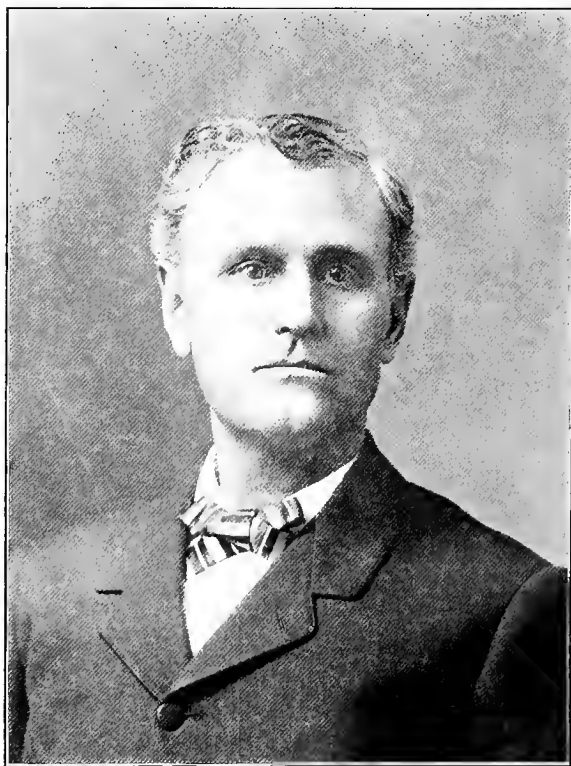
tion of 1896, when at this time Brother W. E. Futch was chosen President of the Insurance Department. Brother Futch was an engineer of the Brunswick & Western Railroad of Georgia, his native state, and was a charter member of Division 410, and at one time Chief, and passed through all the offices and committees known to a sub-Division.

Brother W. B. Prenter, who in reality succeeded Bro. Hays, was a native of Philadelphia, and in 1872 began his railroad career on the Grand Trunk Railroad, later becoming engineer. Passing to the employ of the Canadian Pacific Railway he filled the services as engineer and roundhouse foreman till 1895, when he became superintendent of the Canadian Railway Accident Insurance Co., which he carried on with great success. While still in this position he was called to the Grand Office of the B. of L. E. to fill the position of Secretary and Treasurer of Insurance. In 1880 he was made a member of Div. No. 80, and in 1882 transferred to Div. No. 168, and was an active member, being F. A. E. and Secretary of Insurance in the latter. On the death of Grand Brother Ingraham he succeeded to that office as First Grand Engineer, and his last office was filled by Brother M. H. Shay.

When the care of the Journal passed from Bro. Hays, on account of his taking up the insurance as its Secretary and Treasurer, it devolved upon Brother Charles S. Salmons by election to the office of Second Grand Engineer, and from that time, 1894, the Journal, which was "born in Boston," has been under his supervision. Many changes have been made, and additions, and with these the Journal became an illustrated magazine and a most fitting organ of our institution which it represents. While Div. 61 has made much use of its columns, the Division has found the management most pleasant and duly grateful; also, had not the Journal existed, this book could not have been written, and in closing this chapter of the work I wish to mention the name of Brother E. W. Hurley, who as Assistant Grand Engineer succeeded our late Bro. Youngson, who is a member of Bay State Div. No. 439 of Boston, of which more than half her membership graduated from Boston Division No. 61, Feb. 9, 1890, and whose home, like our own, is located in the "Hub of the universe," is almost as a Brother of our own Division, and in his office with co-workers M. W. Cadle and H. E. Wills who as Assistant Grand Chief Engineers form a most worthy trio.



CHARLES L. CHANNELL, Guide.  
Member Hall Committee.



FREDERICK A. ALLEN, Second Assistant Engineer.



Mrs. F. A. ALLEN. Secretary,  
F. S. Evans Division No. 99.



LEONARD MARSHALL,  
Boston & Maine, Western Division.

To the above mentioned of this chapter as promoters, organizers and care takers of the Order of the Brotherhood of Locomotive Engineers, with all that was before it, or since it was formed, I, the compiler, have been much indebted for our statements and data in this work, and an abundant amount of which comes to us through the Monthly Journal as a transmitter of our life work from generation to generation, and to which should be added the blessings of the Almighty, and let us hope it will be, and that we can receive it at least once through one who for a score of years has been the beloved Grand Chaplain of the Brotherhood of Locomotive Engineers, known to nearly all the living delegates or members who have attended the conventions or principal meetings of the order throughout the land, and for thirty years has been a member of Div. 61, and for twenty the F. A. E., and who has more than once been called "The Father of Boston Division No. 61," our true and sincere Christian Brother, George R. Dority.

## THE RAILROADS ON WHICH OUR BROTHERS WORK.

To the younger reader of this work the contents will appear as, to a great extent, at least, wrapped in the folds of true history, while to the older ones, in some cases, it will be past personal experience.

The Boston, Revere Beach & Lynn R. R., commonly spoken of as the "Narrow Gauge," (3 ft.) running between East Boston and Lynn, was conceived in the early seventies and put in operation, with its branch, to Winthrop. It may be interesting to a great many to know that a great part of the intermediate country through which it travels, especially in Revere, along the beach, but short time before it was built, not a habitation stood that is standing now.

In 1884 and 1885 there was a competing line for the summer beach travel, that paralleled this road somewhat, known as the Boston, Winthrop & Shore R. R. It was a slim affair, and lasted but a short time. A time-table is before the compiler, a relic of days when competition for travel from Boston to Revere Beach was quite sharp. One brother, who is known, run on the Winthrop and Shore R. R., but none were initiated into Div. 61 while in their employ. It was a standard gauge, and their passenger cars were old ones from the Boston & Lowell R. R. Its termini were Point of Pines and Point Shirley, connecting by steamer for Boston, landing at Snow's Arch Wharf.

The Eastern R. R. was opened to Salem, Aug. 28, 1838; to Ipswich in 1839, and finally to Newburyport and Portsmouth, there soon connecting with the Portland, Saco and Portsmouth R. R., which for many years now has been a part of the Eastern Division, main line of the B. & M., Boston to Portland.

In 1885 this road passed by lease to the Boston & Maine R. R.

The Eastern R. R. at first had its terminal in East Boston, its traffic reaching Boston by ferry. It entered Boston on Causeway street in 1858, by lease of a section of the Grand Junction R. R. from Chelsea to East Somerville, then building over the former route of the Middlesex Canal to Boston. The engine house at Salem first stood at the inward end of the depot where now the Marblehead

trains stop and had four stalls. The tidewater came up to the buildings at that time, and Washington street at this point is erected on made land.

The Essex County branch, now Lawrence branch and South Reading branch, had their terminal east of the tunnel that for many years was used by the Salem & Lowell R. R. after the the Lawrence trains entered the Eastern depot at Salem, the engine house being near the site of the present one at North River. The old Essex depot at the Court House was given up a few years ago (about 1894) and all trains using Salem depot. Prior to the use of the Essex depot the Salem & Lowell road terminated at Peabody, then South Danvers. The latter road built in part as a competing road for traffic to Lowell in opposition to the B. & L. R. R. and operated in connection with the Lowell & Lawrence R. R., all soon falling into the hands of the B. & L.

The Boston & Maine R. R. was built from Wilmington on the B. & L. road to Andover in 1838, and its trains entered Boston via the B. & L. It was soon extended to Haverhill, later Exeter to Dover, and to Great Falls and South Berwick Junction, connecting with the P. S. & P. R. R. for Portland. In the early seventies it was extended to Portland. In 1845 it completed its line from Wilmington Junction to Boston via Reading. Its cause at that time being unsatisfactory arrangements with the B. & L. road. It experienced quite a little trouble in getting a right of way from Reading to Boston, and at that time South Reading village tried to hold out inducements to them to build through their village, while Stoneham openly rejected them. South Reading offered to guarantee 28 passengers a day between there and Boston if the road would be built. From Andover to North Andover the old roadbed was abandoned when the city of Lawrence was started, and a new lay out as now used was made to reach that city.

The Boston & Lowell R. R. was completed June 25, 1835, the first completed road in the United States. There were other lines then started and sections in operation in the country, but not completed. It is the only line built on the then up-to-date English style, having a "ditch" about four feet by four under it filled with stones, on which was laid granite ties with "fish belly" rails set in iron chairs held by an iron shim or wedge, the chair spiked to the sleeper. The last of these known to be used was a siding at Walnut Hill in the woodshed taken down and track removed in the 80's. Remains of the ditch, also relics of the ties are occasionally seen

at the present time. In 1842 an oil painting was made of Lowell yard at Middlesex street looking from near the present engine house; it showed the "ledge" with its stone arch bridge for Chelmsford street, and the two main tracks, not a switch or siding existing at that time, where now is covered acres of ground with miles of siding, the station being, when built (at this point) in the outskirts of the city, and where later the Nashua & Lowell R. R. connected instead of running into the original depot at Merrimack street when built and completed Oct. 8, 1838, to Nashua. The second or double track of the B. & L. road was completed and in use in the second and third year after the first one was done. The road for a time stopped at East Cambridge, but the bridge now used for freight was built and the depot in Boston was then in use. The depot, now part of the Union station, being the third edifice of that kind erected in Boston by the B. & L. R. R. The train shed of the depot (last B. & L.) covering within a few square inches of two acres. The freight bridge, as now called, was discontinued for passenger use in 1858, when the present route was put in use, the last train over the old bridge and the first passenger train over the new one having for fireman the now Master Mechanic Eben T. Sumner, who was engineer many years and for more than a quarter of a century master mechanic of the Southern Division.

The first engine of the road was made in England, brought over in pieces, set up in Lowell, and with a train run from Lowell to Boston. The "engineer" came with it. The first fireman was Waterman Brown, who, in an accident, lost one hand, but worked for the road until he died a few years ago, as a flagman at Woburn. The first accident of a serious nature happened at Montvale at the street bridge between there and what is now Walnut Hill by placing of a rail on the track and wrecked the train, causing the death of the engineer. The fireman was our late Brother Isaac R. Chase, who run on the road nearly a half century. The train consisted of officers and directors of the B. & M., returning to Andover from Boston. In 1845 an 8-stall engine house was erected at Prison Point street, East Cambridge, that caused much comment on account of its size, being as large as would ever be needed, and at least one director got called down for allowing such extravagance. The building of the B. & L. road was in direct opposition to the Middlesex Canal, which was completed in 1804, at an expense of \$575,000. Not a little comment and argument was spent upon both schemes, and even after the road was in operation argument

and popular opinion was in favor of the canal. Both run near together, and the canal earned a good dividend carrying supplies for the road, especially the granite ties from North Chelmsford.

The ties used in the construction of the road were of a remarkable quality, and many persons have tried to duplicate them on account of the extra fine finish they will take, and withstand climatic conditions, but to no avail, and many a man has tried to find the quarry they came from, but that is also missing. The archives of Chelmsford reveal the whole secret.

It is worthy of room there. In two localities of the town are small sections that were covered by peculiar boulders of granite, the relics of the ice age of centuries ago. They were not "natives" being different from the existing ledges. Where they may have come from no one can tell.

When the Middlesex Canal was opened several men in Chelmsford went into the granite business, beginning by furnishing the canal at first and later other parties with granite. One section of the Mass. State Prison was built out of stone from here, also two prominent buildings in Charleston, South Carolina. The B. & L. road became a customer, and the greater part of the supply of boulders above spoken of were exhausted in the building of the road, the remaining lot being of less value hence the "puzzle" to know where the ties of the B. & L. R. R. came from.

A strange fact no receipts can be found showing the transactions in material for these early roads in many cases. The canal soon after the opening of the road fell into disuse, and in 1869 was declared by the act of the Legislature as defunct. When the road was begun horses were expected to be used the same as on the canal, but the sudden change to steam caused the revolution and downfall of the canal.

The Fitchburg road was first surveyed as a canal route, and the first projection of the Hoosac Tunnel was for the same purpose. The change in opinion caused the road to be built which was completed March 5, 1845, and the Vermont & Mass. to Greenfield in 1850, and the Hoosac Tunnel was opened to traffic in 1874, and soon after a through line Boston to Troy and Rotterdam, connecting with the west.

The early aim of the F. R. R. never appears to have been the Hoosac Tunnel, but for some years the plans of the Mass. Central Railroad had been to that end, and on that account there is many

miles of second handed road bed in the rural districts of central and western Massachusetts that industrious persons of years gone by have had to pay for that have never seen a rail to carry freight or passengers or probably never will.

The Boston and Albany, first built as the Boston and Worcester R. R., was completed from Boston to Newton, April 18, 1834. It was soon opened to Natick, later Westboro and Worcester. Dec. 1, 1867, the Western R. R. (completed to Springfield, Oct. 1, 1839, to Albany, Dec. 1, 1841), Worcester to Albany became merged into the B. & A. Railroad.

This road was probably the first to have an engine on it with the semblance of a cab. It was a covering of canvas and was put on by the engineer, and it developed later into our present cab. The idea was almost universally taken up and in 1847 and 1848, cabs were adopted on the roads in New England. The Lowell road having run eleven years without them when they decided to put them on.

The Boston and Providence R. R. was opened to traffic to Readville, June 4, 1834, and soon after to Providence.

The Old Colony road was opened to Quincy, Braintree, and finally to Plymouth, Nov. 10, 1845, later by the completion and union with the line from South Braintree to Middleboro and Fall River and Newport, became the Old Colony and Newport Railroad, the name under which many of our brothers were signed as members of the B. of L. E. coming from that road. A short branch, part of which now runs over the old road bed of the quarries at Quincy to Neponset river, and was used to carry the stone for the Bunker Hill Monument in 1828, and now known as the Granite Branch running to West Quincy from Atlantic is probably over the oldest freight road in existence in this country, the power having been horses. Horses were first intended for use on the B. & L. R. R., and each individual was to provide his own and furnish his own car, paying toll therefor.

All of the roads above mentioned leading out of Boston were soon double track for some distance, the work beginning soon after completion of the first track. The Old Colony and the Boston and Providence run their trains the reverse of the custom in vogue on other roads, by using the left hand instead of the right hand track in service, but a short time ago the change was made to using the right hand track in train movement which is almost universal throughout the country.

The Cape Cod Railroad on which some of the early members worked run from Middleboro into Barnstable County and built in sections extended to Provincetown in August, 1873, and soon after was merged into the Old Colony. The South Shore road on which the first Chief Engineer of Div. 61 worked was about the same time taken into the same company and was extended to run from Braintree to Duxbury and Plymouth. The Taunton Branch Railroad opened in August, 1836, was constructed to connect Taunton and New Bedford with the B. & P. R. R. at Mansfield. Several early members came from that road to Div. 61. Later they formed a Division at Taunton that was removed to Boston, and is now Old Colony Div. No. 312, B. of L. E., and to which many former members now belong of Division 61.

The road formed by connecting the Fitchburg and Worcester R. R. and the Agricultural Branch R. R. that run from South Framingham to Marlboro, was called the Boston, Clinton & Fitchburg R. R., and running from Fitchburg to South Framingham to connect there for Boston, and with a branch to Mansfield, soon operated the Framingham and Lowell road which was built in 1872, had many members in Div. 61. This road soon operated the Taunton Branch R. R., and again the title changes to Boston, Clinton, Fitchburg & New Bedford R. R. But a short time passes and all these with several minor branches pass to the name "Old Colony R. R.," and the name "Old Colony and Newport R. R." is no more. In time the B. & P. R. R. is absorbed and the names of the roads still lessen in number.

The New York and New England had many members in Div. 61, and when first built run from Dedham to Walpole and Franklin as the Norfolk County R. R. It was an oppositon line to what is now known as the Woonsocket Division, which was built from Brookline, Mass., to Woonsocket, R. I., and was first built to Needham, to Dover, to Medfield, to West Medway, and finally to Woonsocket, R. I., with the intention of running to New Haven, Conn., as an air line to New York. It is often known to many older railroad men as the "air line," getting its name from a charter given to succeed the Charles River R. R. charter, which took the road to Woonsocket, but politics sealed its fate, and with a change to Boston and New York Central R. R. and the Norfolk County road being built from near Dedham to Boston in the name of the B. & N. Y. C. R. R., the Norfolk County road was extended from Blackstone to Southbridge, Mass., and with an addition of some more

"state politics," it was again mustered into advancement as the Boston, Hartford & Erie R. R., and with additions to its mileage and consolidation with the Hartford, Providence & Fishkill R. R. it became the New York and New England in 1876. This road after a varied career and in all from its inception a much "politically juggled" institution, passed to the control of the N. Y., N. H. & H. R. R., as had previously the Old Colony and Boston & Providence roads. For a period of about two years, some twelve years ago, the Boston & Maine system and the New York & New England were controlled and operated by the Philadelphia & Reading R. R. after the opening of the Poughkeepsie bridge to traffic. There are several small roads given in the records of the Division as having engineers on them not particularly noted in the foregoing that were sooner or later absorbed by their connecting roads, also one road, the Bedford & Billerica "narrow gauge" road of two feet width, built as an experiment, but soon taken up, and the site now covered with a standard gauge branch of the B. & M. R. R.

Prior to the construction of the Union stations in Boston the eight roads that enter them now reduced to three corporations, all had separate depots, and entered Boston over made land and long pile bridges. This can be witnessed to by the older engineers, though the changes in the last score and a half years have so changed the scenes where the roads approach the city, it would be to the stranger almost impossible. Where now the roads pass out of Boston through the yards of many miles of tracks, but a short time ago there were only the two tracks of the main lines when only a short distance from the terminal depot. All this is now changed, and in place of the stretches of waste land and pile bridges, miles of sidings are to be seen by the passer by, caused by the ever increasing business that gives employment to the brothers of our noble order.



F. W. BROTHERS, Third Assistant Engineer.



C. H. WOODMAN, First Engineer.  
Chairman Hall Committee.



MRS. C. H. WOODMAN, President,  
F. S. Evans Division No. 99.



STEPHEN B. MILLER,  
Boston & Maine R.R., Western Division.

## OFFICERS OF BOSTON DIVISION

### No. 61, B. OF L. E.

On account of missing records, the full list of officers are not now known. In some records the name of the individual is not given. Some of the material given here has been obtained through the Grand Office.

1865—C. E., John T. Otis; F. E., Thomas J. Colby; S. E., James H. Prince; F. A. E., Sumner A. Bragg; S. A. E., Maynard Bannister; T. A. E., George H. Cheney; Delegate, James H. Prince. Feb. 5, 1865, John C. Wilbourn succeeded G. H. Cheney; Finance Committee, Eben T. Sumner, Samuel B. Hobart.

1866—C. E., James H. Prince; F. E., Daniel Hill; S. E., William Lufkin; F. A. E., E. A. Fergerson; S. A. E., J. F. Sanborn; T. A. E., J. Alexander; Delegate, James H. Prince; Finance Committee, Rufus T. King, T. J. Colby. Installed Jan. 5, 1866.

1867—C. E., James H. Prince; F. E., William F. Bournan; S. E., William A. Calder; F. A. E., E. A. Fergerson; S. A. E., J. F. Sanborn; T. A. E., J. G. Babcock; Guide, T. C. Pingree; Delegate, Rufus T. King.

1867, October to October, 1868—C. E., George E. Boyden, George H. Sanderson; F. E., Isaac C. Pingree; S. E., George H. Sanderson; F. A. E., E. A. Fergerson; S. A. E., Thomas J. Colby; T. A. E., —; Guide, J. R. Hartwell; Delegate, Rufus T. King; Finance Committee, "King, Colby, Boyden." July 23, 1868, George H. Sanderson chosen C. E.

1868, October to October, 1869—C. E., George H. Sanderson; F. E., E. A. Fergerson; S. E., William F. Bowman; F. A. E., Isaac C. Pingree; S. A. E., Thomas J. Colby; T. A. E., Ephraim S. King; Guide, J. R. Hartwell; Chaplain, Reuben Jones (elected June 2, 1869); Delegate, Rufus T. King; Corresponding Secretary, Rufus T. King.

1869, October to October, 1870—C. E., George H. Sanderson; F. E., E. A. Fergerson; S. E., William F. Bowman; F. A. E., Isaac C. Pingree; S. A. E., Thomas J. Colby; T. A. E., Ephraim S. King; Guide, Timothy Bryant; Chaplain, Reuben Jones; Delegate, Reuben Jones.

1870, October to October, 1871—C. E., George H. Sanderson; F. E., E. A. Fergerson; S. E., William F. Bowman; F. A. E., Isaac C. Pingree; S. A. E., Thomas J. Colby; T. A. E., William A. Calder; Guide, ———; Chaplain, Daniel Whitney; Delegate, ———; Alternate, ——— Sanderson and William A. Calder. (The Guide appears to have been Timothy Bryant, and the Delegate G. H. Sanderson).

From this time to October, 1886, the Division records fail to give the lists of officers, but taken from several records, principally the journal, we get the following:

1872, October to October, 1873—C. E., George F. Smith; F. A. E., Isaac C. Pingree; Delegate, George H. Sanderson.

1873, October to October, 1874—C. E., George H. Sanderson; F. A. E., John C. Wilbour.

1874, October to October, 1875—C. E., Charles W. Huff; F. A. E., George W. Gleason. In May, 1875, C. E. Dean appointed to succeed pro tem. as F. A. E. on account of illness and death of Bro. Gleason. For a period of several years the S. A. E. was George W. Kent.

1875, October to October, 1876—C. E., William H. H. Johnson; F. A. E., C. E. Dean.

1876, October to October, 1877—C. E., William H. H. Johnson; F. A. E., C. E. Dean.

1877, October to October, 1878—C. E., William H. H. Johnson; F. A. E., C. E. Dean; Cor. Sec., Charles W. Huff; Sec. Insurance, Timothy Bryant.

1878, October to October, 1879—C. E., William H. H. Johnson; F. A. E., C. E. Dean; Cor. Sec., C. W. Gale; Sec. Ins., Timothy Bryant.

1879, October to October, 1880—C. E., Everett A. Stevens; F. A. E., C. E. Dean; Cor. Sec., C. W. Gale; Sec. Ins., Timothy Bryant.

1880, October to October, 1881—C. E., Everett A. Stevens; F. A. E., C. E. Dean; Cor. Sec., C. W. Gale; Delegate, Everett A. Stevens.

1881, October to October, 1882—C. E., Everett A. Stevens; F. A. E., C. E. Dean; Cor. Sec., C. W. Gale; Sec. Ins., Timothy Bryant; Delegate, Everett A. Stevens.

1882, October to October, 1884—C. E., Everett A. Stevens; F. A. E., C. E. Dean; Sec. Ins., Timothy Bryant.

1883, October to October, 1884—C. E., Timothy Bryant; F. A. E., C. E. Dean; Sec. Ins., Timothy Bryant.

1884, October to October, 1885—C. E., Timothy Bryant; F. A. E., C. E. Dean; S. A. E., Fideus Francis; Sec. Ins., Timothy Bryant.

1885, October to October, 1886—C. E., Charles S. Bussell; F. A. E., George R. Dority; S. A. E., Fideus Francis; Sec. Ins., Timothy Bryant; Delegate, Frank Francis.

1886, October to October, 1887—C. E., Charles S. Bussell; F. E., E. C. Wheelock; S. E., F. C. Chamberlain; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., William A. Knox; Guide, ———; Chaplain, George F. Bradford; Sec. Ins., Timothy Bryant; Delegate, Charles S. Bussell; Trustees, C. S. Bussell, G. R. Dority, F. Francis. Installed Sept. 12, 1886, T. Bryant, P. C. E., Inst. Officer.

1887, October to October, 1888—C. E., Charles S. Bussell; F. E., E. C. Wheelock; S. E., F. P. Chamberlain; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., W. J. Saville; Guide, Arthur J. Desoe; Chaplain, Solon S. Robie; Delegate, Eugene E. Potter; Sec. Ins., Timothy Bryant; Installing Officer, P. C. E. Everett A. Stevens.

1888, October to October, 1889—C. E., Charles S. Bussell; F. E., E. P. Chamberlain; S. E., F. S. Evans; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., C. B. Merrill; Guide, A. W. Spurr; Chaplain, Solon S. Robie; Delegate, Charles S. Bussell; Delegate to Ins., G. R. Dority; Sec. Ins., Timothy Bryant; Trustees, E. A. Stevens, J. W. Chamberlain, F. S. Evans.

1889, October to October, 1890—C. E., Fred S. Evans; F. E., F. P. Chamberlain; Dec. 8, 1889, succeeded by William L. Hobbs; S. E., C. E. Mildram (Mar. 9, 1890, transferred to Div. 439, L. E. Goodrich elected in his place); F. A. E., George R. Dority; S. A. E., Fideus Francis (by acclamation); T. A. E., ———; Guide, Arthur J. Desoe (Mar. 9, 1890, succeeded by William A. Kempton); Chaplain, Solon S. Robie; Delegate, Eugene E. Potter (also represented Div. 57; Sec. Ins., Timothy Bryant; Trustee three years, Timothy Bryant; Cor. Sec., Eugene E. Potter.

1890, October to April, 1892—C. E., Fred S. Evans; F. E., William L. Hobbs; S. E., Leonard E. Goodrich; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., Leonard Marshall; Guide, W. A. Kempton; Chaplain, George F. Bradford; Delegate, Fred S. Evans; Sec. Ins., Timothy Bryant; Ins. Officers, E. A.

Stevens, J. A. Sibley; Journal Agent, W. A. Kempton (elected Mar. 8, 1891); trustees three years, F. McGilvary, (resigned, and F. P. Davis elected.

1891—There was no election of officers in 1891, the board of October, 1890, holding over till April, 1892, when a new board was installed April 10, to conform with the new date that had been adopted. Finance Committee of 1890 having been elected to serve till the beginning of the new fiscal year, July 12, 1891.

1892—C. E., William L. Hobbs; F. E., William A. Kempton; S. E., George B. Bushee; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., T. H. Judge; Chaplain, George F. Bradford; Guide, Charles W. Wilmot; Delegate, Timothy Bryant; Alternate, George F. Bradford; Insurance Agent, Timothy Bryant; Trustee three years, Everett A. Stevens; General Committee of Adjustment, Frank F. Coggin, Clarence K. Mitchell, A. B. Jernigan.

The above officers appear to have served two terms, excepting Timothy Bryant, being elected Mar. 12, 1893, to succeed Hon. Everett A. Stevens as Trustee for three years on account of Mr. Stevens' failing health, being unable to fill the office.

Installation April 10, 1892. Installing Officer, Timothy Bryant; Master of Ceremonies, Solon S. Robie.

1893—No election appears upon the records except March 12, Timothy Bryant elected Trustee for three years. The old board of officers being continued another term.

1894—C. E., Leonard E. Goodrich; F. E., George B. Bushee; S. E., Thomas H. Judge; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., Charles H. Woodman; Guide, E. W. Wyman; Chaplain, Charles K. Morrison; Journal Agent, W. A. Kempton; Sec. Ins., Timothy Bryant; Delegate, Frank F. Coggin; Alternate, Clarence K. Mitchell; Com. of Adj., B. & M. R. R., J. E. Stinson; F. R. R., Mitchell Young; Installing Officer, F. F. Coggin; Master of Ceremonies, Solon S. Robie.

C. K. Morrison resigned as Chaplain and was succeeded by George F. Bradford. F. F. Coggin appointed on Board of Adjustment, vice J. E. Stinson, resigned; Finance Committee, S. S. Robie, C. H. Woodman and G. F. Bradford.

1895—Installation April 10th. C. E., Robert A. Calder; F. E., George B. Bushee; S. E., Thomas H. Judge; F. A. E., George R. Dority; S. A. E., Fideus Francis; T. A. E., Felix Delibac; Guide, Frederic A. Allen; Chaplain, Frank P. Davis; Sec. Ins., William

A. Kempton; Journal Agent, William A. Kempton; Trustees appointed April 10, 1895, Ashbel S. Brown, to Aug. 31, 1897; O. H. Hallett, to Aug. 31, 1898; Frank P. Davis, to Aug. 31, 1896. Installing Officer, F. F. Coggin; Master of Ceremonies, Solon S. Robie; Finance Committee, Solon S. Robie, Clarence K. Mitchell, George B. Bushee.

1896—C. E., Clarence K. Mitchell; F. E., Thomas H. Judge; S. E., Warren J. Putnam; F. A. E., George R. Dority; S. A. E., Frank H. Greenough; T. A. E., Charles H. Clewes; Guide, Alvin E. Lowell; Chaplain, Solon S. Robie; Delegate, Frank F. Coggin; Alternate, William L. Hobbs; Sec. Ins., William A. Kempton; Journal Agent, William A. Kempton; Finance Committee, Solon S. Robie, George B. Bushee, Walter S. Brazier; Installing Officer, Robert A. Calder; Master of Ceremonies, Isaac E. Hall.

1897—Installation April 11, 1897. C. E., Clarence K. Mitchell; F. E., Warren J. Putnam; S. E., Wilton F. Bucknam; F. A. E., George R. Dority; S. A. E., Frank H. Greenough; T. A. E., Elmer Rogers; Guide, John H. Green; Chaplain, Solon S. Robie; Sec. Ins. William A. Kempton; Journal Agent, Frank P. Davis; Trustee three years, George H. Whitcher (succeeding Ashbel S. Brown); Finance Committee, Solon S. Robie, W. F. Bucknam, F. F. Coggin; Installing Officer, William L. Hobbs; Master of Ceremonies, Frank F. Coggin.

October 10, 1897, by appointment and vote of Div. 61, W. F. Buckman was elected Corresponding Secretary, and has filled the office to the present time.

1898—Installation April, 1898. C. E., Walter S. Brazier; F. E., John H. Green; S. E., Alvin E. Lowell; F. A. E., George R. Dority; S. A. E., Frank H. Greenough; T. A. E., John P. Fletcher; Guide, Elmer Rogers, succeeded July 10 by election of George C. Farnsworth; Chaplain, Solon S. Robie; Sec. Ins., William A. Kempton; Journal Agent, Frank P. Davis; Delegate, Clarence K. Mitchell; Finance Committee, Solon S. Robie, W. J. Pingree, George S. Farnsworth; Trustee (not given); Cor. Sec., Wilton F. Bucknam; Installing Officer, William L. Hobbs; Master of Ceremonies, George B. Bushee.

1899—Boston Div. No. 61 "voted to hold over one year the election of officers."

1900—Installation April 8, 1900. C. E., Walter S. Brazier; F. E., John H. Green; S. E., John P. Fletcher; F. A. E., George R. Dority; S. A. E., Frederic A. Allen; T. A. E., Frank P. Davis;

Guide, Finn W. Boody; Chaplain, Solon S. Robie; Journal Agent, C. F. Lawson; Sec. Ins., William A. Kempton; Delegate, Walter S. Brazier; also Rep. of Insurance; Alternate, William A. Kempton; Delegate to G. B. of A., Frank H. Greenough; Alternate to G. B. of A., Frank Davis; Cor. Sec., Wilton F. Bucknam; Tellers of Election, Solon S. Robie, Frank P. Davis, George P. Fairfield; Installing Officer, William L. Hobbs; Master of Ceremonies, George P. Fairfield; Finance Committee, S. S. Robie, W. J. Pingree, G. C. Farnsworth.

1901—The officers of 1900 appear to have filled a second term, serving till April, 1902. Charles D. Pierce being "elected chairman" of Finance Committee Jan. 13th, 1902. Installation April, 1902. C. E., Walter S. Brazier; F. E., Finn W. Boody; S. E., William F. Batchelder; F. A. E., George R. Dority; S. A. E., Frederic A. Allen; T. A. E., Lewis C. Butters; Guide, Edwin L. Abbott; Chaplain, George P. Fairfield; Delegate, Walter S. Brazier; Alternate, John H. Green; Sec. Ins., William A. Kempton; Delegate, G. B. of A. Clarence; Delegate to Legislative Board, Frank P. Davis; Cor. Sec. (appointed), Wilton F. Bucknam; Finance Committee (not given).

1902—Installation April, 1902. C. E., Walter S. Brazier; F. E., Finn W. Boody; S. E., William F. Batchelder; F. A. E., George R. Dority; S. A. E., Frederic A. Allen; T. A. E., Lewis C. Butters; Guide, Edwin L. Abbott; Chaplain, George P. Fairfield; Delegate, Walter S. Brazier; Alternate, John H. Green; Sec. Ins., William A. Kempton; Delegate to G. B. of A., Clarence K. Mitchell; Delegate to Legislative Board, Frank P. Davis; Cor. Sec. (appointed), Wilton F. Bucknam; Installing Officer, George B. Bushee; Master of Ceremonies, H. O. Hallett.

1903—The officers of 1902 appear to have continued in office to the election of officers in December, 1903, as a new fiscal year had been adopted, now corresponding with the calendar year, making the new term to begin with January.

1904—Installation January, 1904. C. E., Edwin L. Abbott; F. E., Charles D. Pierce, resigned Jan. 10, 1904, and March 10th Charles H. Woodman was elected to fill the vacancy. S. E., Lewis C. Butters; F. A. E., George R. Dority; S. A. E., Frederic A. Allen; T. A. E., I. H. Williams; Guide, Frank W. Lincoln; Chaplain, George P. Fairfield; Delegate, Clarence K. Mitchell; Alternate, William A. Kempton; Delegate to G. B. of A., Frank W.

Chase; Sec. Ins., William A. Kempton; Delegate to Ins., Clarence K. Mitchell; Finance Committee (not given); Cor. Sec., Wilton F. Bucknam.

1905—Installation January, 1905. C. E., Edwin L. Abbott; F. E., Charles H. Woodman; S. E., Lewis E. Butters; F. A. E., George R. Dority; S. A. E., Frederic A. Allen; T. A. E., John H. Green, resigned Feb. 12, 1905, and succeeded by Charles L. Channell; Guide, Frank W. Lincoln; Chaplain, George P. Fairfield; Delegate, Clarence K. Mitchell; Alternate, William A. Kempton; Sec. Ins., William A. Kempton; Trustee (not given); Finance Committee (appointed Nov. 13, 1904), J. W. Davis, W. J. Pingree; Finance Committee (appointed Jan. 10, 1905), J. W. Davis, N. H. B. Wardwell; Cor. Sec., Wilton F. Bucknam (Cor. Sec. pro tem., Feb. and March, N. H. B. Wardwell).

1906—Installed January, 1906. C. E., E. L. Abbott; F. E., C. H. Woodman; S. E., F. A. Hallett; F. A. E., G. R. Dority; S. A. E., F. A. Allen; T. A. E., F. W. Brothers; Guide, G. R. J. Walker; Chaplain, G. P. Fairfield; Delegate, C. K. Mitchell; Alternate, E. L. Abbott; Sec. Ins., W. A. Kempton; Trustee, ———; Finance Committee, J. W. Davis, G. A. Wyman; Cor. Sec., W. F. Bucknam; Delegate to Legislative Board, H. H. Wilson; Alternate to Legislative Board, C. F. Adams; Delegate to Ins., C. K. Mitchell; Alternate to Ins., E. L. Abbott. G. R. J. Walker resigned, and succeeded by Chas. L. Channell.

Local Board of Adjustment, Eastern Division, B. & M.—John M. Beers, H. H. Wilson; Western Division, B. & M.—F. W. Chase, L. E. Butters, W. J. Shackley; Southern Division, B. & M.—F. A. Hallett, John Watson, John Park; Fitchburg Division, B. & M.—T. H. Vradenburg, O. H. Hallett, Geo. Davis.

Local Board, B., R. B. & L. R. R.—George Pirie, A. P. Johnson, J. H. Williams; Hall Committee—C. H. Woodman, H. H. Wilson, C. L. Channell; Entertainment Committee—E. L. Abbott, W. C. Davis, G. C. Farnsworth, C. H. Woodman, W. J. Shackley, J. W. Davis, H. Cushing, F. W. Brothers; Sick Committee—E. L. Abbott, F. A. Allen, W. A. Baldwin, J. W. Davis; Reception Committee—C. F. Adams, F. W. Boody, I. E. Hall, O. H. Hallett, J. W. Davis.

General Committee of Adjustment, B. & M. R. R.—Chairman, C. K. Mitchell, Div. 61; Vice-Chairman, S. E. Doten, Div. 40; Sec. and Treas., C. B. Galleher, Div. 106; F. W. Chase, W. Div.,

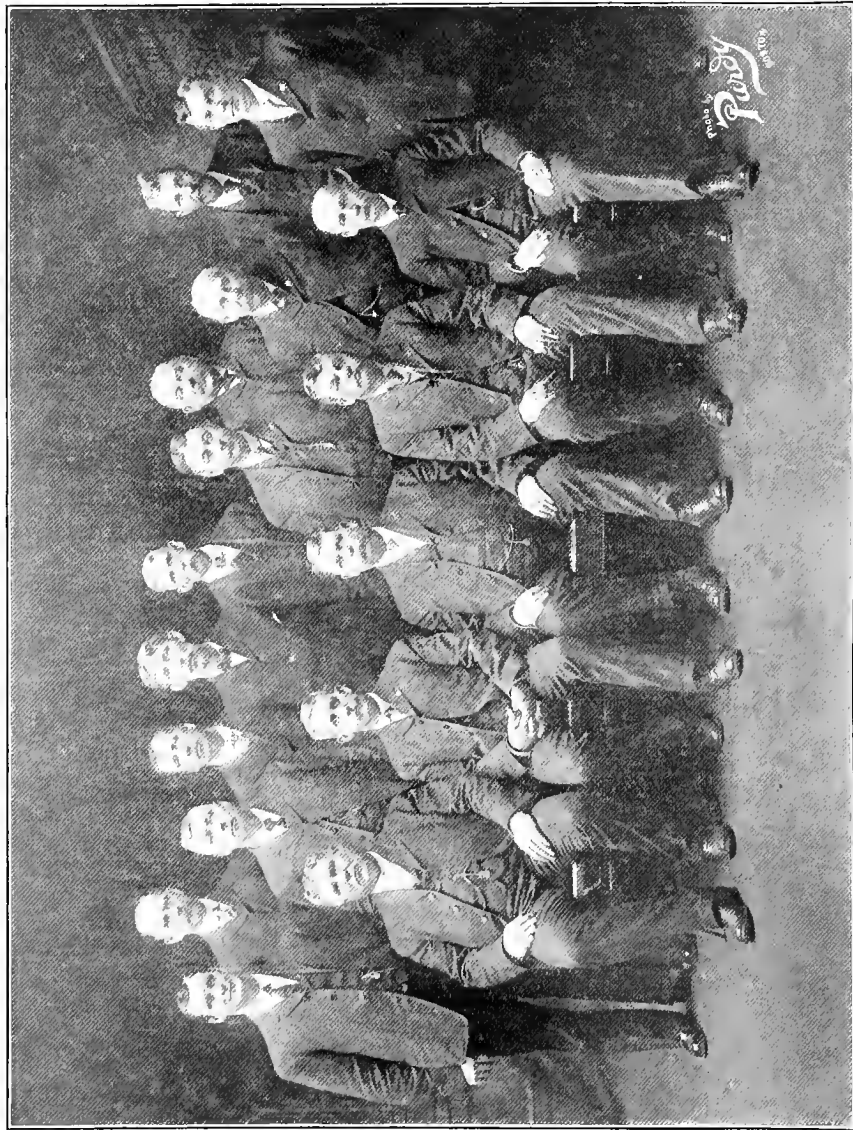
Div. 61; T. H. Vradenburg, F. Div., Div. 61; F. A. Hallett, So. Div., Div. 61; W. R. Gillett, Conn. Riv. Div., Div. 63; G. W. Hubbard, W. N. & P. Div., Div. 64; Frank Curtis, F. Div., Div. 87; A. T. Houston, F. Div., Div. 112; F. W. Thompson, Pass. Div., Div. 193; G. P. Muzzey, F. Div., Div. 191; J. B. Callahan, W. Mt. Div., Div. 335; T. F. Walpole, F. Div., Div. 418; H. E. Clarkson, W. N. & P. Div., Div. 483; H. A. Colby, W. Mt. Div., Div. 572.

Advisory Board, G. C. of A., B. & M. R. R.—G. F. Smith, F. P. Davis, G. A. Wyman, O. H. Hallett, E. W. Stone.



C. E. MILDGRAM, Past Member Division 61.  
Past Chief Engineer of Division 439 and 312.

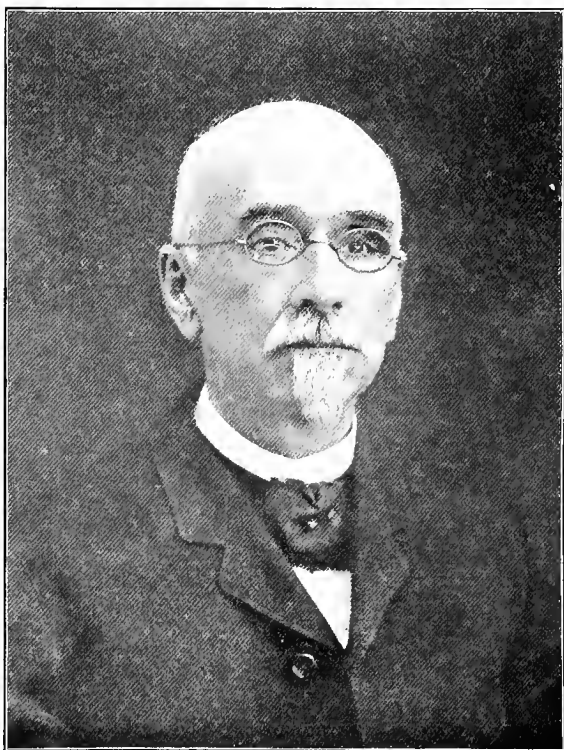
H. A. COLBY, Div. 572. J. P. CALLAHAN, Div. 335. T. F. WALPOLE, Div. 418. H. F. CLARSON, Div. 483. F. A. HALLETT, Div. 61.  
T. H. VRADENBURG, Div. 61. F. W. THOMPSON, Div. 103. A. T. HOUSTON, Div. 112. W. R. GILLETTE, Div. 63.  
G. W. HUBBARD, Div. 64. G. P. MUZZEY, Div. 121.



GENERAL BOARD OF ADJUSTMENT, B. & M. R. R.



GEORGE PIRIE,  
Chairman Board of Adjustment.  
Boston, Revere Beach & Lynn R. R.



THOMAS H. HINER,  
Third Grand Assistant Engineer.

## MEMBERS OF BOSTON DIVISION

### No. 61, B. OF L. E.

The following list of members as given below, embraces all that have been found in the various records at hand, and used in compiling this work.

The first account of the F. A. E. has been at hand, which terminated in August, 1870. From that time until the election of Brother George R. Dority, the records of the F. A. E. to October, 1885, have not been found.

The productions of the Grand Office have, however, been of great assistance, yet by no means complete.

In 1882 a printed list was made of the members of the Division, which has been of great assistance, while various other records have given some information. In the list of 1882, 200 members were given, of which five were charter members, as follows: J. Lufkin, E. S. King, L. Cole, William F. Bowman, W. E. White. Thirteen honorary members were given at that time.

The roads on which the members worked at the time of initiation are given in most cases. Many of them have been absorbed, and bear other names at the present time. In the list of members here given, the initial at the extreme right is intended to indicate the road given in the books of the Division, to which is added the following explanation of the letter. Many of the later added members of the Boston & Maine Railroad are signed under that heading, and do not indicate whether from the Eastern, Western, Southern or Fitchburg Divisions. In the earlier records the Eastern indicated Eastern R. R.; Western Division, the original Boston & Maine; the Southern Division, the Boston & Lowell; the Fitchburg Division, the original Fitchburg R. R., and branches. In some cases it does not appear what road the member worked upon. Itemized the roads are as follows: The date following the member's name indicates earliest date of admission. The use of two initials indicate employment on two different roads or Divisions.

## EXPLANATION.

Eastern R. R. (now Eastern Div., B. & M.)	E
Boston & Maine (Western Div., B. & M.)	M
Boston, Lowell & Nashua (Boston & Lowell, now So. Div., B. & M.)	L
Fitchburg R. R. (Fitchburg Div., B. & M.)	F
Vermont & Mass. R. R. (now a section of F. Div., main line).	V
Boston & Worcester R. R. (with Western R. R., the main line of the Boston & Albany.)	A
Boston & Providence (now N. Y., N. H. & H. R. R.)	P
Old Colony & Newport R. R., with Cape Cod R. R., Bridge-water Branch R. R., also later the Fairhaven & New Bedford R. R., and Boston, Clinton & Fitchburg R. R. became Old Colony R. R.	O
Taunton & New Bedford R. R.	T
Boston, Clinton & Fitchburg R. R.	C
The above roads beginning with the B. & P. R. R. became the Old Colony system, and later merged into the N. Y., N. H. & H. R. R.	
Boston, Hartford & Erie R. R., later known as the New York & New England R. R.	Y
The two above roads were the same corporation.	
Milford, Franklin & Providence R. R.	Mil.
The last named road became a part of the N. Y. & N. E., all of which is now N. Y., N. H. & H. R. R.	
Boston, Revere Beach & Lynn R. R.	R
Nantucket R. R.	N
Worcester & Nashua R. R. (now the W. N. & P. Div. of B. & M.)	W
Various. Including men running engines other than railroad corporations, contractors, etc.	Va
When road is unknown or not given.	?

Some of the persons named in the succeeding pages worked on other roads that operated in connection with some road entering Boston, and are put down under the heading of the latter.

## MEMBERS.

Abbott, Edward L., Oct. 8, 1899, C. E. 1904-5-6.	M
Abbott, George F., June 23, 1865; dropped Jan. 19, 1870.	E
Abbott, Joseph W., withdrew May, 1877, to join Div. 191.	F
Abell, Orange A., May 11, 1890.	L
Adams, A. E., Nov. 11, 1900.	E
Adams, Abraham L., June 8, 1902.	L
Adams, Charles, Oct. 13, 1865.	?
Adams, Ellis H., adm. by card from No. 191, Sept. 28, 1904.	F
Adams, Frank (C. in F. A. E. records), past member of Lynn, Mass., city government.	E
Adams, P. S. (P. T. in F. A. E. records), an early member.	E
Adams, William H., Nov. 8, 1885, withdrew to join No. 439, March 25, 1890.	O
Aldrich, Seldon S., placed on honorary sick list Jan. 5, 1870.	V
Aldrich, Sidney T., June 8, 1902.	L
Alexander, J. M., March 17, 1865, a member Jan., 1873 (Journal).	A
Alexander, R. A., adm. from No. 256, Dec. 24, 1887, dropped Jan. 28, 1896.	Y
Alexander, W. G., adm. to No. 439 as charter member, Feb. 9, 1890.	Y
Alger, Albert W., July 10, 1887.	M
Alger, Henry A., a member in 1867, transferred to No. 439 Feb. 9, 1890, as charter member.	A
Alger, James E., July 10, 1887, dropped Aug. 12, 1888.	M
Alger (Alger), James F., dropped March, 1867.	A
Alger, James M., one of the original members and present at one of the preliminary meetings to form Div. 61; transferred to Div. 439, Feb. 9, 1890, as charter member, and died at Auburndale, Mass., July 10, 1897.	A
Allard, James A., March 17, 1865.	O
Allen, Frederic A., 1880; S. A. E., 1900-1-2-3-4-5-6.	E
Allen, G. H., not a member in 1882; transferred to Div. 439 Feb. 9, 1890.	A
Allen, Richard C., Oct. 13, 1901; dropped Sept. 13, 1903.	L

Alley, Frederick S., April 14, 1895.	R
Ames, Frank, Nov. 11, 1895.	M
Anderson, Thomas B., a member in 1882.	E
Andrews, William H., May 9, 1897.	E
Arey, Herbert L., Mar. 6, 1903.	L
Austin, Henry C., May 8, 1898.	E
Ayer, Edwin N., Aug. 14, 1887.	L
Aylavard, G. C., Dec. 8, 1865, died at Salem.	E
Babb, Andrew, a member many years, withdrew to join New York City Div. 105, and died a member Sept. 28, 1888.	M
Babcock, Charles B., Feb. 9, 1890, and granted card to join Div. 439.	O
Babcock, Joseph G., June 23, 1865; withdrew Feb., 1880, to join Div. 105.	E
Bachelder, George H., Oct. 12, 1892.	M
Bacon, Charles W., Feb. 8, 1903.	M
Bacon, Joseph E., July 7, 1865; transferred to Div. 191 by card. (Journal, May, 1877.)	V
Bacon, J. L., joined Div. 61 from Peoria Div. No. 92.	?
Bacon, Martin (Journal, May, 1871.) Name of road where worked not known.	A
Badger, James C., Nov. 14, 1886, withdrew to join Div. 335, March, 1887.	L
Bagley, Moses, July 21, 1865.	F
Baird, J. H., a member Jan., 1873. (Journal.)	A
Bailey, Albert D., Sept. 10, 1868, died of consumption June 11, 1900.	L
Bailey, Charles E., Oct. 14, 1894.	E
Baker, Samuel B., April 9, 1905.	E
Baker, W. C., Jan. 8, 1889.	O
Baldwin, Warren A., 1901.	L
Bannister, Maynard, Jan. 6, 1865; original charter member, and one of the organizers of the Division; the first S. A. E. Died a non-member 1883.	A
Barber, Rollo, a member many years; dropped May 11, 1890.	A
Barber, Willard F., Oct. 13, 1865; dropped March, 1871. (Journal.)	A

Bardwell, Charles A., Dec. 9, 1900.	M
Bardwell, Daniel S., Nov. 10, 1901.	E
Barnes, Loriston, a member in 1870.	V
Barrett, Patrick J., July 13, 1902.	L
Barrett, W. L., a member before Sept. 25, 1886; dropped March 9, 1890	Va
Barristo, William H., June 8, 1902.	L
Barron, Martin. (Probably Martin Bacon.) Dropped March, 1867.	
Barry, Edward, May 9, 1897; dropped (final card) Nov. 8, 1903.	E
Bascom, Charles W.	L
Batchelder, William A., July 10, 1887.	L
Batchelder, William F. (George F. in meeting proceedings), June 13, 1886.	M
Bates, Edward A., Feb. 11, 1900.	R
Battles, N. L., dropped March, 1871.	F
Beal, Charles, died a member; insurance notice of death dated June 17, 1875.	O
Beals, Alvin H., adm. March, 1878, by card from Div. 57; employed "Munson's Gravel Works."	Va
Bean, Miles M., March 24, 1891.	E
Beardslee, W. S., Feb. 3, 1876.	M
Beaverstock, Amos R., adm. Sept. 24, 1904, from Div. 191.	F
Beers, John N., Feb. 9, 1902.	E
Bell, C. E., July 10, 1887; died at Lawrence, April 17, 1891.	M
Bellows, Elbert L., March 22, 1905.	E
Belyea, N., July 28, 1888; granted transfer card to join Deer- field River Div. 112, Sept. 8, 1901.	
Bennett, George A., Jan. 8, 1888; died of pneumonia Feb. 17. 1896.	L
Benson, Fred A., May 10, 1903; granted card Nov. 8, 1903, to Div. 205; run engine at New England Gas & Coke Co	
Benson, Frank S., July 10, 1887.	M
Berry, Leonard F., Nov. 8, 1903.	E
Berry, Stephen S., Jan. 13, 1897.	E

Beverly, Nathan Luke, May 12, 1865; dropped Sept. 4, 1867. (Journal.)	W. & N. R. R.
Beverly, Samuel L., May 12, 1865; joined Div. 64 1871.	W. & N. R. R.
Berridild, Loring, May 4.	O
Bibber, Robert W., April 28, 1865; dropped April 17, 1867.	A
Bickford, Scott M., Nov. 8, 1903.	L
Bigsley, Robert T., Aug. 22, 1893.	E
Bishop, A. T., transferred to Div. 439, and died a member Aug. 20, 1901.	Y
Bishop, Charles H., 1881.	E
Blaisdell, Abram M., Feb. 12, 1888.	L
Blaisdell, Milton H., Jan. 11, 1885.	F
Blaisdell, Stephen B., May 24, 1886; dropped.	L
Blake, Harry W., April 11, 1906.	M
Blakeley, John W., March 24, 1888.	M
Blanchard, C. A., Feb. 25, 1888; joined by card from Div. 83; dropped Oct. 29, 1903.	Va
Blanchard, Dexter V., April 28, 1865; deceased.	L
Blinn, J. M., Dec. 15, 1869.	F
Blood, Charles, June 15, 1880.	F
Blood, G. L., Oct. 8, 1880.	F
Blood, Oliver R., Dec. 22, 1865.	P
Bogain, A. N., not in Division records; died a member at Lowell (Journal, Jan., 1892).	
Boody, Finn W., July 10, 1898.	M
Borden, Warren, dropped (Journal, Oct., 1892).	Y
Boutwell, George E., June 12, 1904, granted card to join Div. 191, Aug. 14, 1904.	F
Boutwell, Herbert W., May 26, 1891.	F
Bowman, Fred A., May 25, 1905.	F
Bowman, G. C., Sept. 25, 1886 (In list of members transferred to Div. 312, Jan. 8, 1893).	O
Bowman, William F., No. 16 in list of charter members of Div. 16; placed on honorary list May 13, 1888; dropped March 26, 1895.	P

Boyden, George E., March 5, 1865, chief engineer 1868.	Y
Boyle, William D., 1901.	L
Boynton, Eugene W., May 12, 1901.	E
Boynton, Oscar E.	E
Boynton, William F., Dec. 14, 1902.	L
Brackett, Henry F., an early member; studied medicine, and besides attending to his duties as engineer, was a practicing physician in Boston many years, and at one time was medical examiner for applicants for insurance; dropped by card March 12, 1899.	A
Brackett, John E., Aug. 11, 1901.	E
Bradford, George F.	L
Bradley, Albert Lewis, Sept. 8, 1901.	M
Bradley, Sidney A., Oct. 12, 1902.	E
Bragg, George H., withdrew April 10, 1892, to join Div. 57. Past C. E. of Div. 57 (son of S. A. Bragg).	P
Bragg, Sumner A., a charter member; first secretary of the preliminary meetings, and first F. A. E. of Div. 61; adm. by card to Div. 63, June, 1877; a member of Div. 63.	A
Bragg, William, was reinstated, per Journal of May, 1877.	?
Brainard, John C., 1881.	E
Brazier, Walter S., Aug. 14, 1887; C. E. of Div. 61, April, 1898, to Jan., 1903.	F
Breed, Harrison, Sept. 1, 1865; joined Div. 191 (Journal, May, 1877).	V
Briggs, Fred B., dropped by final card Feb. 11, 1894.	F
Briggs, F. P., member of C. of Adj., F. R. R. April 13, 1890.	F
Brigham, Edgar M., Feb. 3, 1865; joined Div. 439 Feb. 9, 1890.	A
Bright, Edward, March 31, 1865; dropped by final card (Journal, Dec., 1872).	
Brooks, Edwin H., Feb. 11, 1883; dropped by final card March 8, 1896; died in Lowell, a non-member, 1904.	
Brooks, George, probably initiated Jan. 6, 1865; dropped May 26, 1865.	F
Brooks, I., April 14, 1865, a member in 1873, but not in 1876.	F
Brothers, Fred W., July 9, 1894.	L

Brown, Arthur H., Aug. 27, 1902, adm. by card from Div. 112.	R
Brown, Ashbel S., April 28, 1868.	E
Brown, A. S., run on Boston, Hartford & Erie R. R., later N. Y. & N. E.; dropped (Journal, Nov., 1873).	Y
Brown, Charles Hugh, Feb. 11, 1900; granted card to join Div. 112, Feb. 25, 1903, readmitted to Div. 61, April 9, 1905.	F
Brown, Ephraim, Mar. 11, 1883.	L
Brown, F. E., Oct. 23, 1894.	M
Brown, George H., joined after Aug., 1870; not a member in 1882.	L
Brown, William O.	E
Bruce, William W., Sept. 14, 1902.	M
Bryant, J. T., Nov. 28, 1893.	F
Bryant, Timothy, Oct. 31, 1866; C. E. 1883, Secretary of Insurance many years, Delegate to convention, 1892, at one time Representative from Salem, Mass., in State Legislature; died at Salem, Mass., Oct. 14, 1894.	E
Bryant, William R., Oct. 10, 1886.	L
Bucknam, Wilton F., Feb. 23, 1888; Corresponding Secretary Oct., 1897, to present time.	L
Buffam, Lewis, July 7, 1887; died April 22, 1893.	M
Bullard, Henry M., April 14, 1865; died at Nashua, N. H.	L
Burleigh, F. H., April 11, 1886; withdrew to join Div. 335.	
Burnham, Ambrose C., Nov. 28, 1866; has been dropped from the records many years; deceased.	L
Burnham, Asa P., a member after Aug., 1870, and prior to 1882.	P
Burnham, George C., Sept. 8, 1901.	L
Burnham, Henry F., Jan. 9, 1887, granted card to join Div. 483, Mar. 13, 1904.	L
Burton, George, July 13, 1902.	L
Burrill, A. J., granted card to join Div. 439.	A
Bushee, George B., Oct. 9, 1887.	L
Busiel, F. P., Oct. 19, 1887; joined from Northern Tier Div. 69, at Barnesville, Minn. (Journal, Sept., 1887); withdrew July 13, 1890, to join Div. 439.	Va

Buss, Francis, March 17, 1865; withdrew April, 1877, to join Div. 105 (Journal, May, 1877).

L

Bussell, Charles S. Past Chief Chares S. Bussell was born in Bangor, Me., Sept. 7, 1847, his parents removing to Boston when quite young. He attended school until Sept. 1, 1862, when he enlisted and served his country faithfully three years, participating in twenty-five battles, receiving an honorable discharge at the close of the war, and was an active member of the G. A. R. and I. O. O. F. In July, 1866, he entered the service of the Boston & Worcester, now the Boston & Albany R. R., as fireman; in due time was promoted to engineer. In 1871 he joined Div. 61, B. L. E. In 1875 was elected to office and continued in office nine consecutive years, the last four as Chief of the Division. During that time he instituted Div. 335 at Concord, N. H., and attended several conventions as delegate. He instituted Div. 439, was elected its first Chief and Delegate; he also represented his Divisions at the different conventions that were held in San Francisco, Baltimore, New York and other places; died 189

A

Butler, Lucius M., 1876; run on Cheshire, Boston, Clinton & Fitchburg R. R. and New York & New England; Master Mechanic of New York & New England, and later New York, Providence & Boston R. R., also for N. Y., N. H. & H. R. R. at Providence; at one time connected with the Rhode Island Locomotive Works; he was a constant and ardent worker for the B. of L. E.; died at Auburn, R. I., May, 1905.

M

Butters, Lewis C., Nov. 8, 1900.

M

Butters, William E., Dec. 24, 1887.

L

Buxton, John H., 1870, died at Stoneham, Mass., June, 1881.

L

Byam, Amos N., Aug. 25, 1881; died Nov. 26, 1891.

L

Calder, Robert A., Feb. 17, 1865. Born in North Chelsea, April 22d, 1841, and entered the service of the Eastern Railroad, April 1st, 1856, as an apprentice in the repair shops. After completing his apprenticeship he went out on the road as fireman, and Dec. 20th, 1861, was promoted to the position of engineer, and for three years ran the well-known "boat train"; for many years he run one of the

most popular trains on the Gloucester branch; he joined Div. 61, B. of L. E., Feb. 17, 1865. In his younger days he passed through all the chairs excepting the Chief's, and that honor he filled in 1895. Since 1870 he had been a member of Mt. Carmel Lodge, F. A. M. Res. Lynn; died at Pawtucket, R. I., Feb. 8, 1900.	E
Calder, Walter L., July 10, 1904.	E
Calder, William E., Oct. 12, 1902.	M
Calder, William M., June 23, 1865, died May 2, 1879; buried at Charlestown, Mass.	E
Call, Merrill J., July 10, 1887; withdrew to join Div. 439, Jan. 10, 1892.	O
Cameron, John D., April 23, 1887.	E
Cameron, W. J., withdrew to join Div. 439.	A
Campbell, George H., May 22, 1866; dropped Mar. 26, 1895.	F
Canney, Sylvester G., June 23, 1865; began running on E. R. R. 1851, retired on account of age May, 1905. Resides Salem, Mass.	E
Carlisle, William J., Feb. 9, 1896; died a member Jan. 6, 1904, at Lawrence, Mass.	M
Carlton, Henry F., a member prior to June, 1888; placed on honorary list Aug. 26, 1890; dropped Mar. 23, 1896.	
Carlton, John M., Nov. 14, 1886; died a member at Nashua, N. H., Feb., 1890.	
Carr, Frank F., Apr. 13, 1903.	L
Carr, James N., July 20, 1870; died 1872.	M
Carson, Edward H., Mar. 13, 1887, transferred to Div. 483 (Journal, Dec., 1891); readmitted to Div. 61, Mar. 12, 1905; died May, 1906.	L
Carter, E. S., dropped 1873.	M
Carter, Joseph, a member prior to 1886; granted final card Aug. 26, 1890.	E
Case, G. F.; was a member in 1875, but not in 1882.	T
Case, James H., deceased in 1873, when an insurance claim was paid at the Grand Office; died before April 1, 1873. Name not on Division records.	O
Casey, Benjamin F., an early member; died Dec. 1, 1873 (Grand Office records).	P

Casey, Fred A., an honorary member since Mar. 11, 1886.	Va
Cassidy, David B., Nov. 12, 1905.	L
Caswell, Oscar, Feb. 16, 1866; obituary July 20, 1870; com., E. A. Ferguson, J. G. Babcock, T. J. Colby and Wm. Seaver.	L
Cate, Ernest M., May 26, 1891.	E
Cate, Frank N.	O
Cate, Henry H., May 14, 1876.	E
Cate, Joseph E., Nov. 26, 1887.	M
Chamberlain, F. P., member before 1882; F. E. Oct., 1888, to Oct., 1889.	A
Chamberlain, Joseph W., Oct. 13, 1865; one of the trustees of Division 1888-1889; withdrew to join Div. 439, Oct. 29, 1893; made road foreman of engines on the Boston & Al- bany Railroad, Oct., 1901.	A
Chandler, C. B., Sept. 23, 1903, by card from Div. 335.	L
Chandler, Edward B., Dec. 13, —.	F
Chandler, J. H., dropped Mar. 10, 1895.	A
Chandler, N. W., a member in 1876.	M
Channell, Charles L., Feb. 11, 1888.	M
Chapman, George W., Feb. 10, 1901.	M
Chaplin, Joseph W., Mar. 9, 1902.	E
Chaplin, Silas T., July 7, 1865, dropped.	L
Chase, Charles F., a member prior to 1887; withdrew to join Div. 439, Feb. 9, 1890.	O
Chase, Charles H., May 11, 1902.	L
Chase, I. J. (name given in Grand Office records).	?
Chase, Isaac R., April 28, 1865; run 46 years on Boston & Lowell R. R., beginning in 1847; died a member July 27, 1903, at Taunton, Mass.	L
Chase, Frank S., granted card to join Div. 77, July 24, 1886.	P
Chase, Frank W., July 10, 1887.	M
Cheney, George H., charter member Jan. 6, 1865; run on Bridgewater Branch, R. R. & B. H. & E. R. R.; withdrew Aug. 23, 1867.	Br
Chesley, Charles H., July 23, 1887; transferred to Div. 40, Aug. 14, 1887.	M
Chesley, Curtis P.	M

Chesley, George W.	M
Chesley, J. F.	M
Childs, George, Feb. 17, 1865, a member Jan. 15, 1869, when he was adm. to insurance; died of paralysis (Ins., Feb. 10, 1883).	M
Chubbock, C. H., Sept. 24, 1887; dropped Feb., 1892.	F
Churchill, William P., Apr. 8, 1900, by card from Div. 191; transferred by card to Div. 112, June 10, 1906.	F
Clapp, Oscar W., a member several years; withdrew Feb. 9, 1890, to join Div. 439 (C. E. of 439 in 1899).	A
Clark, Dana B., a member many years; now on honorary list.	L
Clark, Frank R., April 8, 1906.	L
Clark, Fred P., July 14, 1901; dropped Oct. 11, 1903.	E
Clark, Herbert M., —, 1901.	L
Clark, Herman, Dec. 16, 1882; granted withdrawal card Oct., 1883, and joined Rocky Mt. Div. 103 at Laramie, Wy.	L
Clark, James F., Sept. 13, 1894.	L
Clark, Oliver, March 5, 1865; served at one time in New Hampshire State Senate; promoted to agent of Mystic Wharf, Charlestown, for B. & L. R. R., later B. & M. R. R.	L
Clark, Walter S., Mar. 12, 1905.	E
Clarke, Edward S., Nov. 8, 1892.	M
Clarke, George M., May 26, 1891.	F
Clarke, John E., May 8, 1887.	L
Clay, Stephen B., Jan. 6, 1865, April 12, 1865; charges preferred against him for selling liquor.	L
Clemant, Alpha, Aug. 10, 1884; dropped Dec. 14, 1902; run on B. & L. R. R. (So. Div., B. & M.) 35 years, retired.	L
Clemant, W. A., elected June 14, 1896, and deceased before initiation by an accident.	F
Cleves, Charles H., Oct. 11, 1891.	M
Clifford, Charles H., Jan. 12, 1902.	
Clifford, Fred A., June 14, 1885, March, 1887; withdrew to join Div. 335 as charter member.	L
Clough, I. D.	M
Coates, Robert B., Jan. 11, 1894; joined Div. 63, Feb. 11, 1900.	L

Cobb, Frank L., a member several years; withdrew to join Div. 439, Feb. 9, 1890.	Va
Cobleigh, William H., probably initiated Jan. 6, 1865; was deceased Sept. 3, 1883, when insurance was paid to widow.	A
Coburn, W. P., an early member, joined Div. 15, April, 1875, at Buffalo, N. Y.	O
Cochrane, Milton, withdrew to join Div. 439 (J. M. Cochrane in Division records), Feb. 9, 1890.	Y
Coffin, Isaac E., April 8, 1900.	M
Coffin, J. S., an early member.	T
Coggin, Charles H., July 13, 1902.	L
Coggin, Frank F., a member for a number of years; made an honorary member April 1, 1900.	O L
Colby, Frank A., Sept. 8, 1901.	M
Colby, Frank H., Aug. 23, 1905.	M
Colby, Harry S., March 23, 1906.	M
Colby, Thomas P., one of the charter members, and a member for many years; deceased.	L
Colcord, W. R., a member between August, 1870 and 1882.	O
Cole, Albert L., June 11, 1887; dropped March 11, 1894.	F
Cole, E. B., July 20, 1870.	F
Cole, Lemuel, a charter member Jan. 6, 1865; member in 1892.	P
Collins, Edward E., April 14, 1889.	L
Colter, J., name not in Div. records (mentioned in Journal of 1882).	(E) ?
Conley, George, July 10, 1887; died April 21, 1902, at Milltown, Me.	M
Connell, George A., a member before 1875; granted a final card Aug. 24, 1889.	T
Converse, Frank P., a member before 1881.	E
Convers, George, Jan. 7, 1868.	E
Convers, Fred C., Jan. 9, 1867; died at Salem, Mass., November, 1903.	E
Cook, Jerome, April 5, 1876; dropped Mar. 26, 1895.	M
Cook, Joseph Frank, a member of Concord Div. No. 13, and transferred to Div. 61 Feb. 1878; became a charter member and its first F. A. E., Div. 335, March, 1887.	L

Coombs, W. W., June 12, 1904.	
Corey, James A., a member in 1882; granted final card May 26, 1888.	E
Corliss, Aaron F.; died by accident July 19, 1881.	F
Corson, George B., Oct. 13, 1895; dropped April 9, 1905.	L
Cottle, Erastus, Jan. 7, 1868; "died after a sickness of many months."	E
Cox, Frank P., June 9, 1883.	F
Crane, Warren, Dec. 27, 1883; withdrew April 12, 1896; promoted to foreman of O. C. R. R. shop at So. Boston; later at B. & L. R. R. shop at E. Cambridge.	O
Creeley, James, July 10, 1887.	Mil
Crocker, C. B., July 9, 1892; died Nov. 20, 1899.	M
Crocker, Gilbert, withdrawn Nov. 27, 1886, and later joined Div. 253.	O L
Crockett, George S.	L
Cross, J. E., July 14, 1889; withdrew to join Div. 439, Feb. 9, 1890.	O
Crowson, Charles F., Nov. 9, 1891.	L
Cudworth, M.; not a member in 1882.	A
Cummings, C. L., April 11, 1886; withdrew to join Div. 335 July 23, 1887.	L
Cummings, Henry A., Jan. 19, 1866; granted card Nov. 3, 1869.	?
Cummings, Wade C., Feb. 12, 1905.	F
Cunningham, D., Feb. 24, 1904; dropped Mar. 11, 1906.	E
Curley, James, transferred to Div. 439 Feb. 9, 1890; died at Clinton, Mass., June 9, 1904.	Y
Curtis, J. B., July 23, 1887; dropped Mar. 10, 1895.	M
Cushman, W. M., withdrew to join Div. 191.	F
Cyr, J. J., April 24, 1886.	R
Cyr, Samuel D., Sept. 27, 1891.	R
Dakin, F., dropped (Journal, Sept., 1880).	F
Dolber, J. C., July 28, 1888 (meeting records, name not in Constitution and By-Laws).	?
Dame, George W., May 11, 1902.	E
Danforth, Jeremiah, Oct. 12, 1902.	M

Daniels, J. F., withdrew to join Div. 439, Feb. 9, 1890.	Y
Daniels, W. A., a member in 1882; joined Decatur Div. 155 (records of May 22, 1886).	Va
Darling, Ginery T., a member in 1880; granted card to join Div. 205 (Journal, July, 1883).	Va
Davis, Charles F., May 14, 1905, also June 11, 1905.	N
Davis, Chase, card called for March 8, 1903.	?
Davis, Frank P., a member many years; served on many committees and the Legislative Board.	L
Davis, George H., May 14, 1893.	F
Davis, G. T., withdrew to join Div. 439, Feb. 9, 1890.	A
Davis, Henry E., March 5, 1865.	?
Davis, J. E., as a past member of Div. 61, was allowed to join Div. 439, Oct. 10, 1897.	Y
Davis, James S., an early member.	E
Davis, James W., Oct. 27, 1891.	Mil
Davis, Luther, Jan. 23, 1897	F
Davis, William C., March 9, 1902.	E
Davison, Harry, withdrew to join Div. 191 (Journal, June, 1877).	F
Day, B. J., June 12, 1892; "withdrew to join elsewhere."	F
Dean, B. F., joined Div. 439.	A
Dean, C. E., an early member, F. A. E. from May, 1875, to Oct. 11, 1885; transferred to Div. 312, Jan. 8, 1893.	A
Dean, F. M., June 12, 1887; (given H. W. Dean in records).	A
Dean, James P., July 10, 1887; dropped Jan. 13, 1889; died a non-member, October, 1904.	M
Decelle, Bernard F., June 14, 1903.	L
Decrow, S. E., a charter member Jan. 6, 1865.	O
Deering, W. R., Dec. 1, 1869; withdrew May, 1877, to join Div. 191 (Journal, June, 1877).	F
De Grove, E. F., Oct. 14, 1888; withdrew to join Div. 439, Feb. 9, 1890.	Y
Delibac, Felex, Apr. 10, 1892; dropped Feb. 9, 1902.	M
Dennis, Gideon, an early member; withdrew to join Div. 439, Feb. 9, 1890; died at Dighton, Mass., Oct. 18, 1900.	A

Desoe, Arthur J., June 27, 1885; withdrew to join Div. 439; Past C. E. of Div. 439.	A
Dike, Anthony, an early member; withdrew July 13, 1890, to join Div. 439; deceased.	O
Dimond, Joel H., (about January, 1870).	E
Dimond, Fred W., July 14, 1901; died April, 1905.	L
Dixey, John L., proposed Apr. 7, 1869; not initiated Apr. 21, 1869.	E
Dixey, J. S., killed in collision Nov. 2, 1877.	Y
Dixon, Herbert F., Aug. 11, 1901; dropped Dec. 14, 1902.	L
Doak, Charles H., April 14, 1889.	L
Dodge, Albert, Sept. 15, 1865; withdrew May 15, 1867.	
Dodge, J. P., Feb. 2, 1870; deceased before July 24, 1894.	E
Dodge, James W., Oct. 8, 1898; dropped Dec. 24, 1902.	E
Dodge, N. B., Jan. 8, 1888; dropped Feb. 11, 1900.	F
Doherty, John F., May 8, 1904.	R
Dolan, Fred, Sept. 9, 1894.	E
Dolber, J. G., died April 26, 1890.	F
Doliber, Peter B., Oct. 13, 1901.	E
Dore, Lewis G., Sept. 9, 1894.	E
Dority, George R., Dec. 26, 1876;; F. A. E. since Oct. 11, 1885, and Grand Chaplain of G. I. B. of L. E. since 1888.	E
Dorkendoff, Jacob, May 8, 1898.	F
Dorman, George H., May 12, 1865; died April, 1895.	E
Douglass, George W.	E
Dow, J., July 20, 1870.	F
Dow, Lewis G., Sept. 9, 1894.	E
Dowd, M. J., Sept. 8, 1889; withdrew to join Div. 439, Feb. 9, 1890.	Y
Downer, F. W., withdrew to join Div. 439, Feb. 9, 1890.	A
Downs, Harry Amon, March 22, 1905.	F
Downs, Frank T., Oct. 14, 1894.	E
Dowst, William H. H., Oct. 14, 1883.	E
Doyle, Daniel, Aug. 27, 1887; withdrawn to join Div. 439, March 25, 1890.	O

Drake, Alfred, admitted from another Division to Div. 61, Feb., 1878; totally disabled (records of July 23, 1887); died a member May 24, 1897.	?
Drake, F. P., dropped June, 1879.	A
Drake, George H., withdrew to join Div. 439, Feb. 9, 1890.	A
Dresser, William B., Feb. 9, 1902.	L
Drew, Fred E., March 22, 1905.	E
Drew, H. O., May 26, 1891.	F
Ducey, William H., a member before 1882.	E
Duckworth, G. L., Nov. 26, 1887; withdrew to join Div. 439, Feb. 9, 1890.	O
Dunham, W. J., May 11, 1866.	O
Dunlop, W. E., July 23, 1887; killed accidentally Sept. 2, 1887.	M
Dustin, S. T., a member in 1876; also October, 1881.	M
Dyer, Augustus F., a member in 1882; died Sept. 27, 1894.	E
Dyer, James W., April 14, 1865; dropped April, 1867; July 20, 1870, reinstated to join Div. 46 at Albany.	A
Dyer, Perley, an early member; was a member in 1877.	O
Dyer, Peter, May 29, 1867; a member in May, 1877.	O
Dyer, R. M., a member several years; dropped Feb., 1882.	P
Earle, Henry C., Feb. 16, 1866; withdrew Aug. 18, 1869.	?
Earle, J. H., May 8, 1892.	F
Easson, George W., July 10, 1887; died a member at Amesbury, Mass., July 14, 1902.	M
Eastman, C. A., May 26, 1891; transferred to Div. 312, Nov. 12, 1899; readmitted to Div. 61, Dec. 13, 1903.	F
Eastman, Edward J., July 10, 1887; dropped Dec. 4, 1890.	M
Eaton, C. F. G., Feb. 13, 1887.	L
Eaton, W. A., Feb. 3, 1865.	L
Edwards, A. B., admitted from Div. 57 (Journal, April, 1884).	?
Edwards, George H., July 20, 1870.	F
Edwards, Joseph, dropped March 9, 1890.	F
Eldridge, Fred H., Nov. 12, 1905.	M
Ellery, John T., May 8, 1898.	E

Ellinwood, F. T., run on Boston & Worcester R. R.; a member January, 1873 (Journal).	A
Ellis, Seth H., April 28, 1865; joined Div. 439, Feb. 9, 1890; died a member at Saxonville, May 20, 1903.	A
Emerson, George F., Aug. 16, 1865; dropped (Journal, June, 1874).	E
Emerson, George G., dropped April 24, 1888.	P
Emery, Farnsworth, June 9, 1901.	M
Estes, L. B., a member many years; withdrew to join Div. 439, May 11, 1890; died at Dedham, Mass., April 25, 1900.	Y
Estes, William H., withdrew March 14, 1886, to join Div. 312.	C
Estes, W. F., Aug. 25, 1891; dropped March 11, 1900.	F
Evans, Fred S. Brother F. S. Evans was born in Bow, New Hampshire, August 16, 1855, and at the age of seventeen entered the employ of the Concord Railroad as an apprentice in the machine shop; but the fascinating excitement of road service and his ambition to become an engineer, soon made the shop too dull for him, and at the end of three months he went to firing an engine running between Concord and Nashua, where he remained till May 27, 1877, then leaving the employ of this road to take a similar position on the New York & New England Road, where he fired between Boston and Hartford till August 28, 1880, at this time being promoted to the position of engineer and placed in charge of an engine, where he has been as faithful to the interests of the road and his duties as an engineer to the present time, as he has been to the Brotherhood, which he joined in Sept., 1884, becoming a member of Hartford Div. No. 205. Again being located in Boston he withdrew from Division 205 and joined No. 61, in April, 1887. Here he was elected Second Engineer in August, 1888, and was advanced to the Chief Engineer's chair in August, 1889, being re-elected to this position August, 1890, and transferred to Division 439, June 20, 1892.	Y
Evans, Perley V., an early member; withdrew to join Div. 439, Feb. 9, 1890; died a member of Div. 439, at Dedham, Mass.	Y
Evans, Thomas; July 14, 1901.	E

Fairfield, George P., May 12, 1896; admitted by card from Div. 40.	E
Fairfield, G. P. Jr., July 8, 1906.	N. E. Coke Co.
Fall, Charles A., July 10, 1887.	M
Fall, J. Elmer, May 9, 1897.	M
Fall, George W., April 10, 1892.	M
Falls, Alonzo B., Feb. 2, 1866.	L
Farnsworth, George C., May 12, 1895, by card from Div. 191.	R
Farwell, George O., Nov. 3, 1869; died of consumption, Jan. 6, 1895.	F
Fay, Austin Hamilton, April 8, 1900.	R
Fay, Henry B., April 11, 1886.	A
Fay, H. R., July 11, 1886; withdrew to join Div. 439, Feb. 9, 1890.	?
Fellows, Albert W., July 13, 1901.	L
Fellows, Horace G., a member in 1877; dropped. Dec. 14, 1902.	M
Fenner, Hanford W. Engineer on Western R. R., later Boston & Albany. Initiated Feb. 17, 1865, and withdrew to form Springfield Div. No. 63, charter dated March 2, 1865. Represented Div. 63 at convention of G. I. D., June 12, 1865, at Rochester, N. Y. Cor. Sec. of Div. 64, 1871, and resided at Worcester; C. E. of Div. 64, 1872. Dropped from Div. 64 in 1878 (Journal, March, 1878). Died a non-member.	A
Fenno, Norton N., Jan. 19, 1870.	O
Ferguson, Albert, an early member; date of admission also given June 7, 1876.	F
Ferguson, Edward A., July 21, 1865; an early and prominent member of Div. 61, known often as "Doctor"; residence, 1866, East Boston; 1867, Salem, and F. A. E. of Div. at that time.	E
Fernald, W. P.	M
Fish, Joseph S., granted a final withdrawal card (Journal, September, 1876).	E
Fish, Silas D., March 17, 1865; run on Cape Cod R. R. (later part of O. C. R. R.)	O
Fisher, C. A., a member (Journal, January, 1873).	A

Fisher, Charles J., initiated between Jan. 13, 1897, and May 8, 1898, (records).	E
Fisher, Frank B., Dec. 14, 1902; granted card to join Div. 205, June 28, 1904.	R
Fisher, J. W., June 12, 1904.	L
Fittz, Mark S., Sept. 8, 1901.	E
Fitzgerald, T. F., April 4, 1876; placed on honorary list; joined Div. 439, Feb. 9, 1890.	A
Flagg, Charles, April 28, 1865; dropped (Journal, April, 1867).	A
Flaherty, James F., Jan. 23, 1886; withdrew to join Div. 439, Feb. 9, 1890.	A
Fletcher, Joel P., July 10, 1887; dropped Nov. 10, 1889.	M
Fletcher, John F., June 14, 1891.	E
Fogg, James L., Jan. 12, 1902.	M
Folkins, Orman B.; Jan. 14, 1904.	E
Follansbee, Frank E., July 8, 1900.	M
Folsom, George E., was deceased Jan. 8, 1878, when notice of death and insurance claim was given in the Journal.	M
Foote, George L., July 23, 1887; died a member, April 18, 1903. The first locomotive fireman to go through Hoosac Tunnel.	M
Forbush, George H., May 9, 1897.	E
Lord, Charles L., Oct. 8, 1893.	F
Foss, L. F., a member in 1882; dropped (Journal, Apr., 1884).	F
Foss, Preston E., March 13, 1887; withdrew to join Div. 439, Feb. 9, 1890.	O
Foster, C. H., March 23, 1889.	?
Foster, E. W.	F
Foster, Lucius, Aug. 8, 1886, adm. by card from Div. 224; transferred to Div. 57, March 17, 1892.	Va
Foster, William A., April 14, 1865.	V
Foster, Zina J., Dec. 13, 1896.	L
Fowler, Charles H., 1882.	E
Francis, Frank, S. A. E. of Div. 61 twelve years; resigned 1896; June 14, 1896, transferred to Div. 439; died a member at Allston, Mass., Dec. 26, 1901, of heart trouble.	A

Francis, Fidius, Oct. 13, 1865.	A
Francis, Joseph L., 1901.	L
Franklin, Abner B., a member for many years.	E
Franklin, Gordon, Sept. 8, 1901.	M
Freeman, E. E., July 10, 1887; killed Dec. 6, 1902.	M
Freeman, Eugene F., 1901.	L
French, George C., transferred to Div. 312, Jan. 8, 1893.	P
French, J. G., withdrew to join Div. 439, Feb. 9, 1890.	A
French, J. J. (in records as J. S. French was granted a final card March 27, 1897), a member before May 26, 1868.	P
French, M. J., Nov. 28, 1866.	?
French, Nathaniel L., a member in 1875, but not in 1882.	L
French, Percy E., Nov. 9, 1890; dropped March 8, 1896.	L
French, Walter J., Sept. 8, 1901.	M
French, Warren, an early member; run on Boston & Worcester R. R. (Journal).	A
Frost, Edward P., Sept. 10, 1905.	L
Fuller, George E., Jan. 12, 1890; withdrew to join Div. 439, Feb. 9, 1890.	O
Fuller, Joseph D. "Died Sunday a. M.," Aug. 14, 1898; resided at Salem.	E
Fuller, John W., April 1, 1876; adm. to Div. 105 (Journal, Sept., 1880); (wife died Feb. 8, 1896, at New York City, buried at Reading, Mass.).	M
Fuller, A. J., a member 1880; transferred to Div. 312, Jan. 8, 1893; an early member.	P
Fulton, W. H., March 13, 1881; joined Div. 439, Feb. 9, 1890; died a member, of paralysis, Dec. 18, 1897.	Y
Gale, C. W., an early member; Cor. Sec. of Div., 1878.	?
Gale, Frank W., July 10, 1887; dropped March 13, 1892; died a non-member.	L
Gardner, E. A., an early member.	A
Gardner, Edson Calvin, March 25, 1905 (given in records as E. A. Gardner).	M
Gardner, George E., a member 1875.	L
Gardner, John C., dropped Feb. 9, 1896.	L

Garvin, Fred A., Dec. 25, —.	F
Gaskin, William H., Aug. 3, 1870; joined Div. 439, Feb. 9, 1890.	A
Gassett, Charles W., Jan. 11, 1903.	M
Gatchell, A. O., Aug. 27, 1887.	F
Gatchell, W. H., Nov. 28, 1893.	F
Gates, B. H., an early member; dropped (Journal, Dec., 1877).	O
Gates, Benjamin F., April 23, 1902.	F
Gates, C. S. (or C. L.), an early member.	O
George, H. H., April 11, 1886; joined Div. 335, March, 1887; died of consumption at Laconia, N. H., Aug. 19, 1890.	
Gifford, Alden I., Jan. 6, 1865; since 1871 has been foreman of engine house at Lowell; the oldest employee in service on the B. & M. System.	L
Gifford, Alden I., Jr., Feb. 9, 1884; promoted to Traveling Engineer on B. & M.; 1905, in India.	L
Gifford, Frank A., June 12, 1892; killed in collision Nov. 24, 1905; promoted in 1864.	L
Gillum, N. S., Jan. 23, 1897; dropped Dec. 14, 1902.	F
Gilchrist, Charles E., June 14, 1891.	F
Gilchrist, Charles W., 1876, as employee of B. & M.	M L
Gilmore, Elmore A., adm. from Div. 106 (Journal, July, 1884); transferred Jan. 8, 1893, to Div. 312.	T
Ginn, E. A., granted withdrawal card (Journal, Feb., 1877).	A
Given, Edward H., May 8, 1898.	E
Gleason, E. A., Feb. 3, 1865; joined Div. 439, Feb. 9, 1890.	A
Gleason, George W., an early member; F. A. E. Oct., 1873; died at Henderson, May 8, 1875.	A
Glidden, Eugene E., June 11, 1905.	M
Glidden, Myron S., an early member; killed in collision at Pomfret, Conn., 1882.	Y
Goldsmith, Olliver J., 1877.	E
Goodell, Frederic D., April 9, 1904.	R
Goodfellow, William, withdrew to join Div. 30 (Journal).	?
Goodhue, George H., resided at Ayer, Mass.; buried Dec. 23, 1877 (Journal, July, 1878).	F

Goodnow, G. A., dropped (Journal, March, 1875).	?
Goodnow, Herbert D., June 8, 1902.	L
Goodrich, Leonard E., a member before 1882; born in Charlestown, Mass., May 21, 1851, and died March 4, 1895. At five years of age he became an orphan and then went to live with an uncle in Fitchburg. When quite a young boy, he took charge of a small boiler for his uncle in a sash and blind factory. After the death of the latter he came back to Charlestown and for a short time worked on a milk route. He was not contented with that for he was truly born a railroad man, for his father had been on the Fitchburg Railroad for years. He at last entered the employ of the Fitchburg Railroad as fireman, acted in that position for a few years, then was promoted to that of engineer, and served in that capacity for about twenty-four years. He was an earnest worker and firm believer in the principles of the Brotherhood, and at the time of his death was Chief Engineer of Division 61, having passed through all the minor chairs. He was a loving husband and brother, always ready to help the poor and needy, and will be long remembered by the members of Division 61.	F
Goodspeed, Clarence E., Feb. 13, 1887; dropped March 14, 1897.	L
Goodspeed, John C.	LE
Goodwin, C. T., Jan. 8, 1888.	F
Goodwin, Levi B., Oct. 14, 1894.	E
Goodwin, Russell F., July 8, 1906.	L
Goodwin, Wiseman W., April 14, 1865.	L
Gookin, A. W., dropped July 14, 1889.	F
Gordon, C. H., July 10, 1887.	M
Gordon, William H., Feb. 9, 1902.	L
Gould, Frank E., Sept. 8, 1895.	E
Gould, George A., Aug. 14, 1887; withdrew Mar. 27, 1894.	M
Gould, George P., Aug. 4, 1865; died Aug. 6, 1893.	F
Gould, Hollis, March 5, 1865; run many years on the B. & L. R. R.; withdrew Nov., 1877, to join Div. 64; living 1905.	L
Goulding, Walter C., March 26, 1887; joined Div. 439, Feb. 9, 1890.	A

Goulding, W., a member Jan., 1873 (Journal).	A
Gove, William W., Jan. 8, 1888; died Sept. 4, 1905.	L
Gowen, Fred A., adm. from Div. 191, Dec. 25, 1901.	F
Grady, J. H., May 8, 1904.	R
Granger, E. E., joined Div. 439, Feb. 9, 1890.	A
Granger, G. M., Aug. 25, 1891; dropped March 12, 1893.	F
Granger, W. E., May 12, 1865; dropped April, 1867 (Journal); run between Worcester and Springfield, W. R. R.	A
Grant, Arthur J., Jan. 24, 1906.	M
Gray, Adney W., April 8, 1900; dropped Dec. 25, 1901.	F
Gray, Edward W., May 9, 1897.	E
Gray, Jesse F.	
Gray, Peter F., Sept. 8, 1889; joined Div. 439, Feb. 9, 1890.	Y
Green, Alfred, April 14, 1865.	O
Green, A. F., June 27, 1906.	M
Green, B. F., a member in 1875.	M
Green, Charles A., June 23, 1865; Res. Portsmouth, N. H.; born in Rye, N. H., Nov. 5, 1829; died in Portsmouth, Feb. 17, 1897.	E
Green, John H., Nov. 11, 1894.	E
Greenough, Frank H., Aug. 25, 1891; S. A. E. 1896-7-8-9; dropped Dec. 8, 1901.	E
Griffin, Charles W., an early member; run on Salem and Lowell and Boston and Lowell roads; died of consumption, April 27, 1879.	L
Grimes, Charles H., June 12, 1904.	F
Grimshaw, William, July 1, 1868; joined Div. 439, Feb. 9, 1890.	O
Grinnell, James., adm. by card from Div. 53, January, 1877; died June, 1888 (Journal and records).	O
Grover, Albert F., Jan. 23, 1906.	M
Grover, B. Frank, a member in 1876 and 7; run on B. & M., N. Y. & N. E., Mass. Cent., and W. & N. R. R.; died at Rochester, N. H.	M
Guilford, Daniel F., May 8, 1887; joined Div. 439, Feb. 9, 1890.	A

Guilford, Frank T., June 1, 1875; was a member May 8, 1887, and Feb. 9, 1890, joined Div. 439.	A
Guillo, H. F., a member many years; dropped July 14, 1889.	T
Gurney, Eugene N., July 13, 1902.	M
Hackett, Warren, Oct. 12, 1902.	M
Hadley, C. C., joined Div. 439, Feb. 9, 1890; died a member, Feb. 17, 1899.	A
Hadley, George W., December, 1888.	E
Hadley, Osgood T., joined Div. 439, Feb. 9, 1890.	A
Hadlock, James W.	Va
Hagan, Hugh, Oct. 26, 1889; joined Div. 439, Aug. 26, 1890.	Y
Hagar, Charles M., May 26, 1891; dropped Dec. 25, 1901.	F
Haggin, Edmund H., Nov. 24, 1865; run many years between Woburn and Boston; died a non-member at Woburn.	L
Hall, Charles T., granted final card August, 1893 (Journal).	L
Hall, Frank O., Dec. 28, 1898; transferred to Div. 191, April 25, 1900; died Aug. 17, 1903.	F
Hall, F. S., March 17, 1876; transferred to Div. 105 (Journal, Nov., 1881).	M
Hall, Henry A., 1886.	F
Hall, J. K., transferred to Div. 112, June 11, 1905.	?
Hall, Isaac E., Sept. 9, 1883.	L
Hall, Samuel D., July 13, 1902.	M
Hallett, Fred A., 1901.	L
Hallett, Herbert O., March 12, 1905.	F
Hallett, Oliver H., a member before 1882.	F
Ham, Alfred H., Aug. 11, 1901.	E
Ham, John E., October, 1905.	M
Hamilton, John S., withdrew to join Div. 238, at New Tacoma, Wash., Sept. 9, 1888.	C
Hamlet, Martin V. B., initiated on or before Feb. 17, 1865.	Y
Hand, George J., died a member at Ayer, Mass., Jan. 1, 1896.	L
Hand, Henry M., died a member at Lowell, Mass., Nov. 5, 1903; run 30 years on Stony Brook Branch.	L
Hanlon, John Henry, April 25, 1900; joined Div. 63, March 27, 1901; readmitted to Div. 61, Jan. 11, 1903.	F

Hanscom, M. C., July 12, 1891; dropped March 14, 1897.	E
Hanson, Frank, Oct. 9, 1892.	F
Hardy, Eugene, joined Div. 439, Feb. 9, 1890.	Y
Hardy, Francis, Dec. 8, 1865; dropped May, 1871 (Journal)	Va
Hardy, Frank B., July 13, 1902.	E
Harlow, J. W.	O
Harriman, Jonathan T., Dec. 26, 1866; dropped —; deceased.	L
Harris, Charles C.	F
Harris, George M., Feb. 22, 1905.	E
Harris, James B., July 14, 1901.	L
Harris, Mark, a member between 1870 and the year 1875, date unknown.	E
Hart, Eugene O., Sept. 27, 1899.	L
Hart, John B. (elected but not initiated.)	
Hartey, F. L., March 13, 1904, from Div. 191.	F
Hartwell, George Herbert, Sept. 14, 1902.	L
Hartwell, J. R., Feb. 17, 1865; promoted to an office of F. R. R.	F
Harvey, H. E., July 9, 1892.	M
Haseltine, George J., Nov. 13, 1887.	M
Haskell, Benjamin, initiated March 3, 1865, and organized, April 27, 1865, Providence Div. No. 57, and withdrawing from Div. 61, became the first C. E. of Div. 57.	P
Haskell, William W., suffered a long time with cancer; "died recently," (Journal, Feb., 1877).	E
Hastings, C. F., charter member Jan. 6, 1865; died an active member in good standing.	L
Hastings, C. F., Jan. 6, 1865.	O
Hathaway, Charles W., an early member; run on B. & L. R. R. 17 years; transferred to Div. 180 (Journal, July, 1883); member of Div. 357 when killed by accident, July 23, 1900, aged 60.	L
Hathaway, W. H., Dec. 26, 1876.	E
Hattie, William R., not on record Aug., 1870; "died recently" (Journal, April, 1873); his widow received benefits from the G. I. B.	P

Hawks, S. A., balloted for Oct. 13, 1865; dropped (Journal, July, 1880).	E
Hays, John F., an early member; at his death, Jan. 23, 1888, one of the oldest employees of E. R. R.; died a member.	E
Hayward, George C., April 8, 1900.	E
Hayward, Walter E., May 8, 1898.	
Healy, John P., Jan. 5, 1870; transferred to Div. 57 (Journal, Sept., 1875).	Y
Heathe, Isreal W., Feb. 17, 1865; joined Div. 439, Feb. 9, 1890, and died a member Dec. 17, 1892.	Y
Henderson, Mathew C., Feb. 11, 1906.	F
Henderson, T. L., an early member (see Journal, Jan., 1873).	F
Hennigan, John L., Oct. 27, 1865; adm. by card from Div. 63; also returned to Div. 63, and a member of that Div. 1875 (Journal).	A
Henry, Andrew, April 14, 1865; died a member, at Waltham, Jan. 10, 1894; at death the oldest engineer on F. R. R., having run on Greenville Branch since its completion; retired from service Oct. 1, 1890; represented the town of Greenville, N. H., in the State Legislature at one time.	F
Henny, F. T., adm. from Div. 85, April, 1877 (Journal).	Va
Herrick, Amos H., April 8, 1906.	M
Hersey, H. W., Jan. 10, 1886; joined Div. 439, Feb. 9, 1890.	Y
Hewitt, George C., joined Div. 439, Feb. 9, 1890.	A
Hibbard, Charles A., Sept. 9, 1883; died a member at Lyndeboro, N. H., July, 1891.	L
Higgins, F. A., dropped March 10, 1895.	P
Higgins, James D., July 23, 1887; dropped Aug. 12, 1888.	M
Hildreth, Levi W., 1901.	L
Hill, Alva T., Nov. 11, 1900.	M
Hill, C. E., Feb. 8, 1891.	M
Hill, C. O., March 22, 1905.	E
Hill, D. W., March 17, 1865; granted final card March 22, 1899.	F
Hill, D. W., Jr., dropped March 8, 1901.	F
Hills, Hiram G., Jan. 27, 1877; joined Div. 439, May 27, 1890.	P

Hobart, Samuel B., charter member Jan. 6, 1865; was a member 1873; dropped, and died a non-member.

A

Hobbs, William L., Dec. 10, 1882; C. E. 1891-2-3. Born in Lowell, Mass., July 20th, 1847. In the following year his parents moved to New Hampshire, and here he remained with them, during his school days, till he was fourteen years of age, pursuing his studies, three years of this time at Wentworth Academy. Under the excitement of our Civil War, he became imbued with the spirit of patriotism like many other boys, and was allowed to enlist in a New Hampshire Regiment, which he served with during their term of service, receiving his discharge at Concord, N. H., in July, 1865, then scarcely eighteen years of age. In 1867, he entered the service of the Boston & Lowell Railroad as a fireman; after an apprenticeship of about three years, he was promoted to the position of Engineer. A short time after his promotion he concluded to take the advice of the immortal Horace and go West. He soon secured a position as engineer on the St. Louis, Terre Haute & Indianapolis R. R., where he remained about a year, and returned to the East again, to enter the service of the late N. C. Munson, running a construction train during the building of the M. & W. and Hoosac Tunnel Road; having the honor of running the first engine to pass through the tunnel. After leaving the employ of Mr. Munson, he returned to the Boston & Lowell Road again, where he has rendered faithful service to the present time. Brother Hobbs became a member of Division No. 61 in 1882, was elected First Engineer in 1888, filling that position till the election of officers in 1890, when he was elevated to the office of Chief Engineer. He is also an active member of the Odd Fellows and Masonic Fraternities.

L

Hodge, George W., Dec. 23, 1896; dropped Nov. 8, 1903.

F

Hodge, John M., Feb. 17, 1865; dropped April, 1875 (Journal).

Y

Hodgkins, Luther D., adm. Dec. 12, 1886, from Div. 63; joined Div. 439, Feb. 9, 1890.

A

Hodgman, E. G., July 10, 1887.

M

Hogan, H., withdrawn Aug. 26, 1890, to join Div. 439 (name undoubtedly "Hagan") (Journal).

Y

Holland, John H., June 10, 1906.	L
Holmes, H. L., a member in 1882; joined Div. 439.	A
Holt, John H., Sept. 11, 1904.	F
Hooper, J. Edward, July 7, 1865; granted final card (Journal, Dec., 1874).	F
Horton, Charles B. Frank, Aug. 11, 1901.	L
Houghton, George H., joined after Aug., 1879; not a member in 1882.	O
Hovey, Robert Henry, Oct. 12, 1883.	L
How, Elbron L., adm. by card Aug. 24, 1904, from Div. 191.	F
Howard Charles, name in early records, no date given.	P
Howard, J. H., July 9, 1893.	E
Howe, Charles M., July 10, 1887.	M
Howe, Edwin J., May 8, 1892.	E
Howarth, T. J., Jan. 8, 1888; joined Div. 439, Feb. 9, 1880.	Y
Hoyt, A. T., Dec. 8, 1889 (H. T. Hoyt in records); joined Div. 439, Feb. 9, 1890.	Y
Hoyt, Charles T., Oct. 14, 1900.	E
Hoyt, H. T., joined Div. 439, Feb. 9, 1890; name not in Constitution and By-Laws. See page 220, records of Feb., 1890.	A
Huff, Charles W., March 16, 1870; C. E. of Div. Oct., 1874, to Oct., 1875.	M
Huff, H. H., April 9, 1893 (H. W. Huff in records); joined Div. 439, Feb. 9, 1890.	Y
Hunnewell, April 13, 1903.	L
Hunt, Amos, Dec. 8, 1865; dropped (Journal, March, 1867).	?
Hunter, A. L., a member 1873; joined Div. 439, Feb. 9, 1890.	A
Huntoon, E. H., March 22, 1899.	L
Hurd, H. H., probably joined Feb. 17, 1865.	Y
Hurd, J. W., a member 1873 (Journal).	A
Hurd, R. Warren, Nov. 12, 1905.	M
Hutchins, George E., June 14, 1885; withdrew to join Div. 335, March, 1887; in 1905 was Mayor of the city of Berlin, N. H.	L
Hutchins, Jacob C., adm. by card from Div. 335, Sept. 23, 1903.	L

Hutchinson, Clark B., July 10, 1887; granted final card Nov. 10, 1901; promoted Master Mechanic of Pass. Div., B. & M. R. R., 1901.	M
Hutchinson, John C., Aug. 4, 1865; withdrew Jan. 9, 1866.	?
Hyde, George E.	L
Ingalls, C. F., joined Div. 439, Feb. 9, 1890.	Y
Irvin, P. F., adm. from Div. 244, Oct. 24, 1900.	?
Jackman, Charles B., April 14, 1865; dropped before 1882 (Journal, Dec., 1877).	L
Jackman, Walter A., Oct. 11, 1896.	L
Jarvis, E. J., adm. from Div. 64, Nov. 23, 1904.	?
Jenkins, H. T., a member many years; withdrew to join Div. 439, July 13, 1890.	A
Jennings, Albert L., Jan. 14, 1906.	M
Jenning, M. C., Dec. 9, 1900.	E
Jernegan, A. B.	Va
Jewett, H. A.	O
Jewett, James, adm. by card from Div. 191; joined Div. 439, Feb. 9, 1890.	Va
Johnson, Albert B., a member many years; was deceased Jan. 9, 1898, when resolutions were passed.	E
Johnson, Ayer Page, Dec. 13, 1903.	R
Johnson, Fred F., Dec. 10, 1898.	E
Johnson, Fritz L., Sept. 27, 1899; transferred to Div. 112, July 13, 1902.	F
Johnson, William H. H., March 16, 1870; C. E. of Div. 1877; transferred to Div. 357, and later received back into Div. 61 and died a member May 27, 1895; he was an active member many years.	E
Jones, Amos, Feb., 1878; withdrew to join Div. 335, March, 1887, and its first C. E.; he was formally a member of Div. 13 at Concord; died at Nashua, N. H., April 10, 1901, suddenly of heart failure; a member of Div. 335; at time of death he was a member of the Nashua, N. H., city government.	L
Jones, Frank N., April 8, 1900.	M

Jones, Reuben, March 31, 1868; represented Div. 61 in 6th convention at Baltimore, Md., Oct. 20, 1869; run on Eastern R. R. 54 years; retired 1905 on account of age, and placed on pension list.	E
Judkins, George H., Jan. 5, 1870.	E
Junkins, H. E., Dec. 9, 1894.	E
Judge, Thomas H., May 10, 1891; died at Malden, Mass., May 19, 1902.	E
Kelley, C. E., March 4, 1897.	L
Kelley, Edwin E.	L
Kempton, William A., May, 1877; an active member, sec. of insurance since 1893.	E
Kendall, Albert L., Nov. 15, 1876; joined Div. 191 (Journal, July, 1877); readm. to Div. 61 (Journal, Sept., 1883); dropped March 9, 1890.	C
Kendall, Charles R., Oct. 28, 1903; killed in accident July 5, 1905.	F
Kendall, George A., an early member; later run on N. Y. & N. E. R. R.; died at Putnam, Conn., 1898.	M
Kennedy, Frank A., Oct. 25, 1905.	R
Kennedy, Henry F., Feb. 13, 1886; joined Div. 439, Feb. 9, 1890, and died a member Aug. 4, 1903.	Y
Kennard, Frank E., Feb. 11, 1883.	E
Kenney, Llewellyn L., May 8, 1898.	E
Kenney, John, Feb. 17, 1865.	Y
Kent, George W., an early member; adm. to Div. 40 (Journal, Sept., 1873), adm. to Div. 105 from Div. 40 (Journal, Dec., 1880); 1905 resided Bridgeport, Conn., 1906 resides Melrose, Mass.	M
Kibling, Alfred M., dropped Jan. 26, 1889.	A
Kibling, Erlon A., joined Div. 439, Feb. 9, 1890.	A
Kidder, C. E., a member in 1876; committed suicide Sept. 27, 1901.	M L
Kidder, Frank, dropped (Journal, Dec., 1877); adm. by card from Div. 61 (Journal, Jan., 1876).	
Kidder, L. F.	M
Kilbourn, A. A., Jan. 10, 1886; withdrew to join Div. 439, Feb. 9, 1890.	Y

Kilgore, Frank P., Aug. 27, 1887.	M
Kimball, Myron R., joined Div. 439, March 25, 1890.	O
Kimball, William R., June 14, 1885; adm. to Div. 335 as charter member March, 1887.	L
Kincade, Walter S., March 11, 1906.	M
King, Ephraim S., only surviving charter member now connected with Division in active service over 50 years.	L
King, Frederic G., March 3, 1865; foreman of round house at E. Cambridge many years.	L
King, Rufus T., March 3, 1865; entered the employment of the Boston & Lowell R. R. in May, 1847, and June 1, 1848, was made engineer, and his first engine was on a train at Lowell, constructing the Concord river bridge. He run many years between Lowell and Boston, and for a long time resided in Boston, running from there to Lowell and Nashua and Wilton. He was delegate to the Convention at Cincinnati, O., Oct. 16, 1867, and Chicago, Ill., Oct. 16, 1868. He removed to Nashua and transferred his membership to Div. 13, in 1869, and was Chief Engineer of that Division in 1870. When Div. 13 dissolved he returned his membership to Div. 61, and was a member at his death. He was quiet and conservative, and a sincere Christian. He was interested in city government, and was at one time a member of the New Hampshire State Senate. He died Saturday, May 19, 1906, aged 75 years.	
Kingsbury, A. H., May 29, 1867; withdrew Aug. 18, 1869.	V
Kneeland, John, Sept. 11, 1887; adm. Div. 40, March 13, 1892; C. E. of that Div. 1895.	M
Knight, Augustus J., June 9, 1901.	E
Knight, Eugene, adm. to Div. 184, Stuart, Ia., (Journal, Jan., 1879).	M
Knight, Warren R., a member 1875; died May 3, 1892.	E
Knights, Washington, a member about 1875-77.	M
Knowlton, C. P., Nov. 10, 1865; joined Div. 439, Feb. 9, 1890	A
Knox, William A., dropped Dec. 9, 1900.	L
Lamphere, William A., March 13, 1904, by card from Div. 112; C. E. of Div. 112, 1901.	F
Lancaster, W. S. (L), joined Div. 439, Feb. 9, 1890.	A

Lane, W. A. M., May 8, 1892.	F
Langmaid, John, an early member.	L
Latham, A. J., probably initiated Feb. 3, 1865,	Y
Latham, L. S., Jan. 19, 1866; dropped May, 1867 (Journal).	?
Law, James L., April 28, 1891; dropped Aug. 9, 1891.	L
Lawrence, Edwin F., an early member; dropped.	L
Lawson, Charles F., Oct. 13, 1889; dropped.	F
Leach, F. W. F., March 5, 1865; joined Div. 439, Feb. 9, 1890; died Dec. 10, 1897.	A
Learned, E. F., June 24, 1896.	L
Leaman, H. D., May 26, 1891.	F
Leavitt, C. F., Dec. 9, 1900.	E
Leavitt, Joseph W., Sept. 14, 1902.	E
Lee, W. E., May 14, 1892.	M
Lee, John S., July 21, 1865.	V
Leighton, J. W., granted card to join 312, March 14, 1886.	O
Lette, Imre.	F
Lincoln, Frank W., July 12, 1903.	M
Lindsey, Fred A., April 13, 1902.	L
Linnell, Prentiss, July 10, 1887; joined 439, Feb. 9, 1890.	O
Little, A. J., July 10, 1887; dropped.	M
Little, Ernest H., March 12, 1905.	E
Locke, George A., Nov. 17, 1875.	F
Locke, George H., March 9, 1902.	E
Loftus, Thomas, July 10, 1887; died a member, Dec., 1900.	M
Lord, C. A., joined 439, Feb. 9, 1890.	Y
Lord, C. B., a member in 1877; joined Div. 105 (Journal, November, '81).	M
Lord, C. L., dropped March 14, 1897.	?
Lord, Charles T., March 9, 1902.	E
Lord, G. A., granted card Nov. 10, 1895, to join elsewhere.	M
Lord, S. A., Feb. 14, 1897.	E
Lord, Sumner J., Aug. 14, 1887.	L
Lorimer, Chester M., March 28, 1906, by card from Div. 63.	M
Lovejoy, E. F., Jan. 11, 1894.	L

Lovejoy, James A., withdrew Oct. 22, 1887; was presented by the Division with a watch.	L
Lowell, Albert E., Feb. 9, 1884.	L
Lowell, Fred W., May 14, 1893.	F
Lufkin, John, a member many years; resided at Fall River and for 18 years was Chief Engineer of the City Water Department; he died of paralysis, March 13, 1891.	O
Lufkin, William, Jan. 6, 1865; a charter member.'	O
Mack, George C., Jan. 23, 1886; joined Div. 439, April 8, 1894.	?
Maddox, Frank, admitted by card from Div. 51, Philadelphia, Pa. (Journal); Master Mechanic of Fitchburg R. R. many years.	F
Maher, J. D., Jan. 12, 1890; joined Div. 439, Feb. 9, 1890.	O
Mahony, D. F., Nov. 14, 1886; joined Div. 439, Feb. 9, 1890.	Y
Mahony, M., April 23, 1881; admitted by card to Missoula Div. No. 262, Missoula, Montana, Feb. 23, 1889.	?
Mahony, T. F.	L
Mahurd, George W., July 7, 1869; dropped 1877.	A
Makin, George H., dropped March 10, 1895.	F
Malley, Frank M., Sept. 11, 1904.	M
Manchester, Elmer E., Sept. 8, 1901.	E
Manchester, Harry C., Dec. 8, 1889; joined Div. 335, at Concord, N. H.; promoted to Asst. Master Mechanic, F. Div. B. & M. R. R., at Mechanicsville, N. Y.	L
Mann, A. F., Oct. 23, 1894.	F
Mann, F. H., Oct. 8, —; joined Div. 439.	A
Manning, Walter T.	L
Mansfield, Lewis F.	M
Marden, Charles M., admitted to Insurance Oct. 18, 1880; killed in collision on Troy & Boston Railroad; insurance paid Aug. 1, 1883.	P
Markham, Frank T., May 11, 1892.	L
Marsh, C. J., mentioned in records.	?
Marsh, Henry E., May 11, 1890; committed suicide Dec. 23, 1898.	L
Marsh, John E., July 22, 1868; expelled Oct. 1, 1869.	E

Marsh, John F., withdrew March, 1887, to join Div. 335, at Concord, N. H. (Journal).	
Marsh, William H., Aug. 11, 1901; dropped Jan., 1906.	L
Marshall, G. R.	O
Marshall, Louard, July 10, 1887.	M
Marston, Abraham, June 23, 1865.	E
Mason, A. F., Oct. 23, 1893.	F
Mason, George W.	Va
Martin, Daniel B., May 28, 1887, from Hartford Div. 205; joined Div. 439, Feb. 9, 1890, and was deceased July 13, 1893, aged 50 years, "having been killed by being run over by a car."	Y
Martin, George A., April 7, 1869; withdrew to join Div. 114, at Waterloo, Iowa (Journal, March, 1871).	L
Martin, James, June 25, 1887; run at one time on C. V. R. R.; member of Div. 85 at time of surrendering its charter; later employed on O. C. R. R.	O
Martinson, William H., Jan. 10, 1892.	L
Maxwell, Charles F., Sept. 8, 1901.	M
Maynard, Elmer H., June 27, 1906.	L
Maynard, E. L., Aug. 7, 1867; transferred to Div. 64, by card, July 21, 1869.	A
Maynard, Frank C., Aug. 28, 1896.	L
Mayo, Herbert L., Sept. 8, 1901.	E
McBride, David A., withdrew to join Div. 439; also credited to Div. 205 (Journal).	Y
McCabe, William, April 8, 1865; withdrew Aug. 23, 1867.	Y
McCarty, James H., Oct. 10, 1886; dropped March 14, 1897.	L
McCarthy, John H., Oct. 10, 1886; died April 22, 1894.	E
McCarthy, Thomas, Sept. 11, 1901.	E
McCrillis, Frank G., 1896.	E
McDewell, Frank B., Oct. 11, 1896.	L
McEwen, Alonzo Upton, March 22, 1905.	F
McGilvary, Freeman, 1883.	L
McGrath, William N., dropped Dec. 14, 1902.	L
McIntire, Charles J., Oct. 7, 1887.	M

McIntire, James, Oct. 14, 1900.	E
McIntosh, Charles E.	L
McKenzie, Alexander.	F
McLane, W. A., May 8, 1892; dropped May 10, 1903.	F
McMaron, James T., Feb. 13, 1887; joined Div. 439, Feb. 9, 1890 (called also T. J. McMahon in records).	Y
Meade, Charles J., Feb. 13, 1887; joined Div. No. 483, as charter member, and its first F. A. E.	L W
Meade, James M., Oct. 13, 1889; dropped March 27, 1894.	L
Meade, William E., Jan. 9, 1867; granted final card Jan. 10, 1897; represented Div. 61 at San Francisco at 21st Convention; member of Salem City Common Council, 1887, and 1889-0 Representative; later State Senator, 1891; a prominent man in city affairs; deceased.	E
Meaney, Geo. E., July 8, 1906.	M
Meikle, Andrew, May 8, 1892.	E
Mellen, J. F.	A
Merrill, C. B., joined Div. 312, Jan. 8, 1893.	P
Merrill, H. A., joined Div. 439, Feb. 9, 1890.	Y
Merrill, Samuel B., Sept. 8, 1901.	L
Merrill, Walter L., March 28, 1906.	M
Merrow, A. W., March 22, 1886; dropped July 8, 1888, for "scabbing" on the C. B. & Q.	E
Messerve, W. H., April 14, 1889; joined Div. 439, March 25, 1890.	O
Messer, Charles A., June 11, 1887.	F
Mildram, C. E., Sept. 7, 1887; withdrew to join Div. 439, and as Past C. E. of that Div. was transferred to Div. 312, and now Past Chief Engineer of that Division.	O
Miller, Robert W., June 25, 1902.	M
Miller, Stephen B., April 28, 1897.	M
Mills, H. G., adm. by card to Div. 40 (Journal, 1874).	M
Miner, Alfred A., April 9, 1899.	M
Mitchell, Clarence K. Born in Hooksett, N. H., April 30, 1856. It was there he passed his boyhood until he was sixteen years of age, when he entered the Manchester Locomotive Works. Leaving there in a short time, he became	

- water boy on the Concord Railroad. Soon after he became brakeman, and in a short time was promoted to conductor. He served a short term in the yard at Nashua and then took a job upon the road as fireman. His father's health failing, he left the road to assist him in his grocery business at Manchester, N. H. He carried it on for a time in his father's name, and later in his own. Becoming restless to get back on the railroad he closed out the business and again entered railroad life, becoming a fireman on the Fitchburg Railroad, and later engineer. Having filled several offices in the B. of L. E. in Division 61, he was elected Chief Engineer for the terms of 1896-1897; also was Chairman of the Legislative Board of that year, and the Ball Committee. He served on the Board of Adjustment on the Fitchburg Road, and after its lease by the B. & M. he became Chairman of the General Board of Adjustment, after its reorganization, and later becoming its salaried Chairman, and to which his time is entirely devoted. He was delegate to the Convention at St. Louis, Mo., in 1898; Los Angeles, Cal., 1904; and Memphis, Tenn., 1906. F
- Mitchell, George W., Jan. 13, 1897. E
- Mitchem, George S., May 15, 1880; deceased before July 23, 1895, when resolutions were passed on his death. L
- Mitchem, John C., Jan. 10, 1892; died a member, Feb. 18, 1903. L
- Mitchem, Sylvanus. Dec. 23, 1881. L
- Moore, C. B., Dec. 2, 1868; one of the first engineers on the Norfolk County Railroad, later B., H. & E., and as N. Y. & N. E.; was promoted to Master Mechanic; "retired July, 1883." Y
- Moore, Carl G., Sept. 9, 1903. R
- Moore, M. J. (also given H. J. Moore); dropped March 22, 1899. M
- Morgan, Charles W., withdrew to join Div. 483; deceased. L
- Morgan, Frank A., Aug. 27, 1887; died March 21, 1894. F
- Morrill, Leonard, withdrew March, 1887, to join Div. 335; later joined as charter member of Mt. Lafayette Div. 572, and now P. C. E. of that Div. L
- Morrill, Lorenzo D., Sept. 8, 1901. M

Morrill, Melvin P., Aug. 11, 1901.	M
Morrison, Clifford K., Oct. 8, 1880.	F
Morse, Charles F., a member in 1877.	M L
Morse, Charles W.	L
Morse, D. M., a member in 1877.	M
Moury, J.	O
Mulaney, Dennis F., Nov. 14, 1886.	Y
Mullens, J. D., May 11, 1890, by card from Div. 205; dropped 1894.	Mil
Mellen, T. M., joined Div. 439, Feb. 9, 1890.	A
Murphy, Thomas, elected Jan. 13, 1901, but not initiated.	E
Murray, W. T. H., Aug. 22, 1892.	E
Musgrave, W. E., dropped March 10, 1895.	F
Muzzey, George L., March 17, 1865: died a member, April 3, 1901.	F
Myers, William W., Feb. 9, 1902.	L
Nason, John W., Dec. 10, 1905.	M
Neal, Dexter R., Aug. 14, 1887; joined Div. 439, Feb. 9, 1890.	Y
Nevers, Frank L., May 9, 1897.	L
Newell, F., July 20, 1870; joined 312, Jan. 8, 1893.	P
Newhall, Israel Putnam, Dec. 26, 1876; dropped.	M E
Newsom, Alfred T., March 9, 1902.	E
Newton, Augustus.	F
Newton, C. R., Nov. 4, 1888, "by card" from Div. 191.	Va
Newton, W. C., Sept. 14, 1890; expelled April 26, 1892.	L
Nichols, Arthur B., Feb. 9, 1902.	L
Nichols, Frank E., Feb. 9, 1884.	L
Norwood, Frank, a member many years (before 1882).	E
Nowell, Joseph A., Nov. 8, 1903.	E
Nowell, J. P., Oct. 14, 1900.	E
Noyes, C. M., June 2, 1869; died June 11, 1897.	F
Nute, H. J.	
Oakes, George F., Aug. 14, 1887; dropped Nov. 8, 1903.	M
Oakes, Martin R., Mar. 11, 1906.	L
Osgood, B. F., Feb. 17, 1865; dropped May 11, 1866.	?

Osgood, H. E., adm. by card from Div. 191, June 11, 1905.	F
Osgood, S. H., April 11, 1886; died April 30, 1900.	F
Otis, Harrison G., Feb. 8, 1903.	M
Otis, John T., original charter member and first Chief Engineer; resided at Cohasset, Mass.; engineer on South Shore R. R. (later a part of O. C. R. R.); dropped June, 1871.	O
Owen, John A., made a member of Div. 61 and transferred to Div. 40, (Journal, Nov., 1876) from there to Div. 76, and (Journal, March, 1883) adm. to Div. 60; killed in a wash-out on the L. S. & M. S. R. R.	M
Page, John, a member many years; died a member, Sept. 10, 1892.	E
Page, Joseph A., joined Div. 439, and died a member, 1895.	Y
Page, Peter, a member before 1882; died Nov. 10, 1892.	E
Page, T. O., a member in 1877.	M
Paine, Henry N., "initiated and withdrew" (early records).	P
Palmer, Edwin W., Dec. 13, 1903.	E
Palmer, William T., Sept. 11, 1887.	O
Patterson, Floyd, March 28, 1906.	L
Patterson, James H., Sept. 8, 1901.	M
Park, Walter H., July 9, 1894.	L
Parks, Edward G., June 13, 1886.	L
Parks, John H., May 12, 1901.	L
Parker, C. A., July 10, 1887; withdrew Aug. 26, 1890.	M
Parker, Frank S., Sept. 11, 1887.	Y
Parker, George W., a member in 1882; died a member Jan. 30, 1895.	E
Parker, J. F.	O
Parker, S., March 31, 1865.	O
Parkman, Noah, July 23, 1887.	M
Parsons, Orrin, a member in 1877.	A
Parks, George W., dropped.	M L
Paul, Abner C., a member 1877.	M
Paul, Bradford (M), died Jan. 10, 1878.	E
Paul, Oliver M., Dec. 1, 1868; died Nov. 22, 1890.	E
Paul, W. J., Dec. 8, 1865.	E

Pease, H. H., May 8, 1904.	M
Pemberton, Charles K. Insurance on death claim allowed at 10th Convention (Journal, April, 1873).	M
Pemberton, C. K. (Name in Constitution and By-Laws as member 1875,—possibly mistake).	M
Pemberton, Frank H., Aug. 14, 1887; died Sept. 8, 1894.	M
Penny, Henry A., Aug. 18, 1865; withdrew Dec. 8, 1865.	?
Perkins, Amos G., Nov. 28, 1866.	P
Perkins, G. M., May 12, 1889.	A
Perry, William L., April 14, 1865; one of the first engineers on the Providence & Worcester R. R.; later on the Boston, Lowell & Nashua R. R.; first regular engineer on the Stoneham Branch; retired 1869; resides Manville, R. I.; run engine "Nashville."	L
Pettengill, Amos, a member about 1880.	L
Phelan, William, Aug. 10, 1879.	F
Philbrick, Charles E., March 9, 1902.	M
Philbrick, J.	P
Philbrick, George W., a member 1871; died a member 1889.	F
Philbrick, Jonathan, April 14, 1865; withdrew to join Div. 57 (Journal, Dec., 1873).	P
Pickering, Edward E., Nov. 14, 1886.	L
Pierce, B. F., May 19, —; April 26, 1892, asked for card to join Div. 439, and again, Aug. 22, 1893, asked for card to join Div. 312.	P
Pierce, Charles D., April 11, 1897.	M
Pierce, C. H., May 12, 1888.	A
Pike, W. W., 1896.	E
Pingree, Fred L., May 9, 1897.	M
Pingree, Isaac C., Feb. 17, 1865; run on Eastern R. R.; later many years on the Boston & Lowell Railroad; F. A. E. of Div. 61, Oct., 1868, to Oct., 1872; retired from active service.	L
Pingree, Phineas N., March 31, 1865; dropped 1876.	E
Pingree, W. H., adm. to Sunset Div. 197, San Antonio, Texas (Journal, Nov., 1883).	E
Pingree, W. J., April 11, 1897.	M

Pirie, A., March 13, 1887.	R
Pirie, Andrew J., Feb. 8, 1903.	R
Pierce, C. H.	A
Pierce, George, May 27, 1890.	R
Place, Willis A., Feb. 9, 1902.	E
Plaisted, Herbert W., April 8, 1900.	F
Plummer, Elbridge B., initiated before April 28, 1865; withdrew Dec. 8, 1865.	L
Potter, Eugene E., in 1886-1887 was Cor. Sec. of Div. 61; 1886-7-8-9 delegate to Convention; 1887 and 1889 also Journal Agent; withdrew to join Div. 439, Feb. 9, 1890, and its first F. A. E.	Y
Pottle, George A., a member in 1882. (Given both as Potter and Pottle).	P
Potter, Harvey B., Nov. 10, 1865; in 1881 run on Old Orchard Jct. R. R.	M
Powell, John A., Oct. 14, 1888; joined Div. 439, Feb. 9, 1890.	Y
Powell, William A., Jan. 12, 1902.	L
Powers, George Warren, Nov. 8, 1903.	E
Prance, Leon H., Nov. 14, 1886; joined Div. 439, Feb. 9, 1890.	Y
Pratt, B. L., Oct. 14, 1886, by card.	R
Pray, Richard D., Aug. 9, 1903.	Va
Prescott, John H., April 7, 1877; withdrew to join Div. 191.	C
Prescott, J. M. (Bonny), April 14, 1865; dropped —; died 1882.	L
Pressey, Howard R., Feb. 11, 1883.	L
Preston, Frank, July 7, 1865.	F
Prince, James H., charter member of Div. 61; Jan. 6, 1865. S. E. at organization of Division, and its first delegate, 1865; C. E. and delegate in 1866, also C. E. in 1867, and one of the principal organizers of Boston Division; in 1873 had run 27 years; withdrew in 1881, being granted a final card, and died a non-member.	P
Prince, J. K., a member in good standing March 3, 1868; served on Committee on Resolutions on the death of George Spaulding. (Who was he?)	
Prince, J. M.	E

Putnam, Warren J., April 10, 1892.	
Quimby, Ashbel, March 16, 1866; dropped Jan. 13, 1901.	E
Quimby, Charles T., Sept. 9, 1894.	E
Quimby, F. W., withdrew from Div. 114, Waterloo, Iowa, to join Div. 61 (Journal, Nov., 1875); Jan., 1876, withdrew from Div. 61 to join Div. 30 (Journal); admitted to Div. 114 (Journal, Feb., 1877).	?
Rahn, Fred, June 11, 1893.	E
Rand, H. G., Sept. 11, 1887.	O
Randall, Charles R., Oct. 28, 1903.	F
Randall, Charles W., March 16, 1870; a member in 1877, and (Journal, Oct., 1881) admitted to Div. 105.	M
Randall, John W., March 16, 1870; adm. (Journal, June, 1880,) to Div. 105.	M
Rankin, C. A., July 23, 1887.	M
Ray, G. D., 1899; elected but never initiated.	F
Ray, George W., Jan. 20, 1869; died a member June 6, 1900.	E
Ray, J. W., a member in 1891 and earlier; Feb., 1893, reinstated; "keeps store in North Carolina."	E
Read, Daniel, Feb. 17, 1865. Born in Framingham, Mass., March 25, 1825. At 20 years of age began learning the machinist's trade in the B. & W. R. R. shops at Boston, remaining four years. In 1849 he was made an engineer and given a train between Boston and Worcester. In 1854 began running on the Milford Branch, from Milford to South Framingham and Boston, and continued on that run for a space of 42 years, resigning in 1896 on account of years and failing health. He was many years Chairman of the Committee of Adjustment of the B. & A. R. R., and many times offered positions of trust, but declined. He was a member of the State Senate, also Representative; member of the Legislative Board of the B. of L. E., appointed Feb. 12, 1888. Transferred Feb. 9, 1890, to Bay State Div. 439, as a charter member of that Div. He was also a Mason of high degree. He died at Milford, Mass., March 31, 1899.	A
Reed, George R., dropped Nov., 1877.	E
Remick, A. S., Dec. 10, 1905.	M
Rendall, Charles E., Jan. 12, 1902.	E

Rice, J. D., 1896.	E
Richards, H. L., April 8, 1888; withdrew Dec. 14, 1902.	F
Richardson, Cyrus B., Aug. 3, 1870; joined Div. 439, Feb. 9, 1890.	A
Richardson, Frank, Dec. 9, 1900; granted final card Dec. 24, 1902.	E
Richardson, Joseph G., March 28, 1906.	M
Richardson, William, Jan. 14, 1906, by card from Div. 64.	M
Rider, Peter, joined Div. 439, Feb. 9, 1890, and died Nov 11, 1890.	Y
Ripley, A. C., March 17, 1876; dropped Aug. 11, 1889.	M
Roach, Ralph E., Oct. 13, 1901; dropped Dec. 13, 1903.	E
Robbins, Alvah, Feb. 3, 1865; dropped Jan. 19, 1870.	?
Roberts, Frank S., May 8, 1898; dropped July 10, 1904.	M
Roberts, James S., July 10, 1887; withdrew Aug. 26, 1890.	M
Robie, Royal H., adm. about 1865; in 1874 withdrew to join Div. 112, at Creston, Iowa; Sept. 9, 1900, visited Div. 61, then a member of Div. 210.	L
Robie, Solon S., March 3, 1865; delegate to the 12th Convention at New York City, Oct. 20, 1875; Historian of Divisions 61, 312, and 439; resigned railroad work and practiced dentistry for many years; took great interest in the work of Div. 61, and a constant attendant.	L
Robinson, Fred E., Dec. 13, 1903.	E
Robinson, Fred H., May 22, 1886; withdrew Oct. 25, 1892, to join United Div. 292, at Middletown, N. Y.	F
Robinson, William W., April 28, 1865; was deceased Dec. 16, 1868, when action on resolutions were taken on his death.	E
Rogers, Elmer, Sept. 9, 1894; dropped July 10, 1898.	E
Rogers, Fred M., April 10, 1904.	M
Rose, Edward J., Jan. 13, 1897.	L
Ross, Frank H., Dec. 13, 1896.	L
Roundy, Clark P., dropped Dec. 8, 1901.	E
Roundy, Edwin E., May 8, 1892; dropped March 14, 1897.	E
Rowe, Amos N., March 28, 1906.	M
Rowe, Fred L., Feb. 11, 1906.	M
Russell, Frank E., Feb. 12, 1905.	F

Russell, J. H., June 12, 1904.	F
Ryan, Harry B., withdrew to join Div. 439.	Y
Sampson, C. A., joined by card from Div. 57, April 11, 1886; joined Div. 312 Oct. 25, 1892.	P
Sanborn, Abel B., a member several years; died a non-member at Laconia, N. H.	L
Sanborn, F. H., joined Div. 439, May 27, 1890.	P
Sanborn, Hiram, 1883.	?
Sanborn, John F., Oct. 27, 1865; he was a member in 1882 (Journal).	M
Sanders, F. S., Jan. 28, 1888.	R M
Sanderson, George H., Nov. 10, 1865; delegate to the 10th annual Convention at Philadelphia, Pa., Oct. 15, 1873, and one of Committee on Finance; C. E. of Div. 61, 1868; joined Div. 439, Feb. 9, 1890, and died a member, Dec. 14, 1892, at Newton Lower Falls.	
Sanderson, Theodore L., March 17, 1865; dropped March 20, 1867.	?
Sartwell, Warren, a member several years; withdrew May 11, 1890, to join Div. 439, and is now Past C. E. of that Div.	E Y
Savage, John, joined before 1882.	E
Saville, William J., Oct. 10, 1881; joined Div. 439, Feb. 18, 1890, and 1896 joined 312, and Aug 28th following was elected C. E. of that Division.	P
Sawyer, George, March 17, 1865.	O
Sawyer, H. D. W., a member in 1882; dropped Feb. 11, 1894.	E
Scott, James A., Dec. 14, 1890; died a member at Northampton, Mass., Feb. 15, 1895; buried at Dover, N. H.	L
Scott, Martin L., Jan. 10, 1892; dropped May 9, 1897.	L
Scruton, Charles A., April 10, 1898.	F
Seaver, William, Jan. 6, 1865; died a member, Oct., 1896, at Lowell, Mass.	L
Senecal, Henry A., March 14, 1886; joined Div. 312; a member before 1882.	O
Shackley, Ernest W., Oct. 14, 1900.	E
Shackley, William J., Feb. 9, 1896.	M
Shattuck, Charles E.	T

Shattuck, George F., joined before 1882.	L
Shaw, Fred F., withdrew to join Div. 144, at Brainard, Minn., April 28, 1888.	Y
Sheehan, W. H., died Oct. 13, 1892, "in the jurisdiction of Div. 335"; a member for several years.	
Sheenc, H. W., Dec. 13, 1885; granted card to join Div. 439, March 9, 1890.	O
Shepard, Joseph, June 24, 1891.	L
Shepard, William H., June 27, 1906.	L
Sherman, Franklin, Jan. 8, 1889; joined Div. 439, Feb. 9, 1890.	O
Shipley, B. Mark, dropped March 10, 1887.	L
Shuttleworth, William J., July 14, 1895.	E
Sibley, Joseph W., Jan. 7, 1868; dropped March 10, 1895.	L
Simonds, Henry, mentioned in records of Dec. 12, 1892.	?
Simonds, Joel N., Dec. 2., 1867.	E
Sinclair, H. H.	E
Skillings, Henry, April 11, 1886; granted card to join Div. 439, Feb. 9, 1890.	Y
Skinner, Herman, July 8, 1906.	M
Small, Aretas, March 3, 1873; died a member, Dec. 7, 1886.	F
Small, Howard, a member in 1882.	F
Small, Roscoe G., "withdrew to join elsewhere" (Journal, Dec., 1872); a member in 1875.	Y
Small, William, a member before 1882, but not on the list of members of that year.	F
Smith, A. E., a member in 1882; joined Div. 439, Feb. 9, 1890.	A
Smith, Alfred E., July 10, 1887; dropped Nov. 13, 1892.	M
Smith, Arthur T., Oct. 14, 1890; died Aug. 16, 1890.	M
Smith, A. W., Sept. 1, 1869; dropped (Journal, June, 1875)	F
Smith, Benjamin F., a member in 1877.	M
Smith, D. F., Oct. 9, 1892; dropped Feb. 12, 1905.	M
Smith, E. D., a member in 1875.	M
Smith, Freeman, April 1, 1870.	E
Smith, F.	M

(The two above names appear on the books, one of which was granted final card Jan. 8, 1893.)

Smith, George F., Chief Engineer of Div. 61, Oct., 1872, to Oct., 1873; brother of William Smith; in 1881 transferred to Div. 105, New York City, and was running on the N. Y., N. H. & H. R. R., New York to Springfield.	M
Smith, George F., a member before 1875; promoted to engineer on F. R. R. Sept. 9, 1869.	F
Smith, H. S. C., Nov. 28, 1893.	F
Smith, John A., July 11, 1886.	A
Smith, Leander L., July 13, 1902.	L
Smith, R. K., a member in 1877.	M
Smith, William, joined about 1870, and dropped "for non-payment of dues," Dec., 1876; run for many years Lawrence and Boston, and promoted to foreman at Boston, later Master Mechanic, and to Superintendent of Motive Power, which he held at time of his death, in Feb., 1892.	M
Smith, W. H., dropped (Journal, Feb., 1877).	M
Snell, E. E., joined Div. 439, Feb. 9, 1890.	A
Snow, Blake B., Oct. 8, 1892; dropped Dec. 28, 1898.	L
Solomon, John H., Dec. 13, 1903.	E
Sortwell, Frank C., Oct. 13, 1895.	L
Spaulding, George P., April 14, 1865; killed by the explosion of the engine "William Sturgis" at Middlesex Street Station, Lowell, in February, 1868.	L
Spaulding, M. T., Dec. 9, 1888; joined Div. 439, Feb. 9, 1890, and died a member, Feb. 24, 1898.	Y
Spear, H. A., a member in 1875; joined Div. 191 (Journal, June, 1877).	F
Spencer, Albert F., March 26, 1887 (a member per Journal, Jan., 1873); joined Div. 439, June 14, 1896.	A
Spofford, Frank N., Aug. 11, 1901.	L
Spofford, J. Daniel, Oct. 13, 1889; dropped April 12, 1896.	L
Spurr, A. W., dropped Dec. 28, 1889.	P
Stanbury, C. M., March 27, 1886; joined Div. 439, Aug. 26, 1890, and dropped (Journal, Aug., 1893).	N
Standish, A. E., ——— 1878; joined 439, June 22, 1890, and July 24, 1892, transferred to Div. 312, and C. E. of last named Division in 1894.	P

Staples, Herbert S., Sept. 8, 1901.	M
Stark, Francis J., Nov. 12, 1905.	M
Stebbins, William E., Oct. 13, 1901; from Div. 128.	M
Stearns, George R., June 8, 1884; joined Div. 483, by card, Feb. 24, 1904.	L
Stearns, T. A., a member in 1875, but not in 1882.	O
Stevens, C. A., a member in 1876, also in 1881.	M
Stevens, Everett A., Nov. 3, 1869; C. E. of Div. 61, 1879, '80, '81, and '82; Trustee of Div. 61 several years; served in nearly all the offices and committees; one of the practical and worthy advisors in the management of the Division; a constant and active attendant up to the time of failing health; he was also delegate to several conventions, and twice a member of the Board of Grand Officers. In 1883, he was appointed by Gen. Benjamin F. Butler, a member of the Board of Massachusetts Railroad Commissioners, where he served until his death. He was President of the Massachusetts Mutual Accident Association, also a member of Post 11, G. A. R., of which he served as commander at least two terms. He died much lamented, both by railroad officials, State officers, the general public, railroad em- ployees, a host of social friends, and all his relatives, and a wife who was faithful to him, "even unto death," July 13, 1895. One of his last letters was to the compiler of this work, in reference to material now used in this volume.	F
Stevens, George W., a member in Aug., 1873, when he was transferred to Div. 40. In 1876, was again a member of Div. 61; chairman of committee in B. & M. strike.	M
Stevens, T. V., Jan. 19, 1870. May have been dropped (Journal, April, 1890).	(O) ?
Stearns, T. A. (may refer to above).	
Stevenson, S. S., a member many years; Sept. 14, 1890, joined Div. 439.	A
Stickney, F. M., a member many years; joined Div. 439, Feb. 9, 1890, and died a member at Fall River, Mass., March 16, 1891.	O
Stinson, J. E., July 10, 1877.	M
Stockland, Charles (signature in constitution and by-laws).	P

Stoddard, C. C., Jan. 19, 1866; died Jan. 1, 1894.	P
Stokes, J. H., June 12, 1904.	F
Stone, Edwin P., charter member Jan. 6, 1865. He was a Vice-President of the National Association in 1856. His name was omitted from the list made by Bro. S. A. Bragg, as those called charter members, which was 21, instead of 20 members. He died June 21, 1874, of paralysis.	O
Stone, Edward P., June 25, 1887.	E
Stone, E. W., Nov. 11, 1894.	E
Stone, J. C., probably error for "J. C. Stover," and joined Div. 439, Oct. 29, 1903; a member in 1882.	A
Stone, J. W., Feb. 11, 1883.	E
Stone, Lawson W.	M
Stone, Mark E., Oct. 12, 1902.	M
Storm, James A., Sept. 13, 1891; dropped.	L
Stover, J. C. (J. C. Stone), withdrew. (Journal, Dec., 1903.)	?
Stowell, Edward C., March 9, 1902.	M
Straw, Ruel G. J., Jan. 12, 1890; joined Div. 439, Feb. 9, 1890.	O
Strout, Charles A., May 9, 1897.	L
Strout, Henry M., May 9, 1897.	E
Sulham, Jacob B., a member in 1878; dropped Dec., 1878.	L
Sumner, Eben T., Feb. 17, 1865; master mechanic of Boston & Lowell road many years, and also of the same as Southern Division of Boston & Maine R. R. since 1888, having the year previous been general freight agent of the B. & L. R. R. Having been in continual service 49 years.	L
Sunderland, George H., Mar. 28, 1906.	M
Sutherland, George H., Feb. 13, 1887.	L
Swallow, W. H., a member Jan., 1873 (Journal).	M
Sweetser, L. B. A., April 14, 1889.	L
Sweetser, T. T., joined 105. (Journal, Oct., 1879.)	E
Swift, George A., a member 1876.	F
Swinerton, John A., July 20, 1870; joined Div. 191. (Journal, June, 1877.)	F
Swinerton, A. F., July 7, 1865; dropped Jan. 13, 1888.	F
Swinerton, William F., July 7, 1865.	F

Taber, H. W., Oct. 26, 1889; joined Div. 439, Feb. 9, 1890; killed at East Thompson, Ct., Dec., 1891, in collision.	Y
Taft, William H., April 14, 1865; a member in 1873. (Journal, Jan., 1873.)	M
Talbot, Charles C., a member as early as 1875.	L
Talbot, John K., Jan. 10, 1904.	L
Tatterson, Walter, May 8, 1898.	M
Taylor, Howard L., 1901.	L
Taylor, J. Y., Aug. 25, 1891.	F
Taylor, Joseph H., Sept. 8, 1901.	E
Taylor, Melvin E., a member several years.	L
Taylor, Thomas, dropped April, 1887.	P
Taylor, William O., a member in 1882 and earlier; 1883 granted card to join Div. 232; readm. to Div. 61; later granted card to join Div. 422, at Goodland, Kansas.	
Temple, Samuel, a member several years; dropped June 14, 1896.	L
Terry, H. W., adm. April 24, 1901, from Div. 191.	F
Tewksbury, Howard E., June 27, 1906.	M
Thaft, W. H., dropped May, 1867. (Journal.)	?
Thomas, William Benjamin, Feb. 12, 1882.	L
Thomas, Edward S., Sept. 8, 1901.	M
Thompson, F. T., April 8, 1906.	M
Thompson, Hollis E.	E
Thompson, James T., May 9, 1897.	E
Thompson, John, April 3, 1867; dropped 1871.	V
Tibbetts, Fred, July 12, 1896.	E
Tibbetts, F. W., dropped May 11, 1890. (Records.)	?
Tibbetts, Harry E., Dec. 13, 1885.	L
Tibbetts, James E., June 25, 1887.	E
Tibbetts, William N., May 14, 1882; died July 4, 1901.	E
Titus, E. L., Feb. 14, 1897.	F
Tilton, Horace, a member in 1876.	M
Tinker, Hollis, May 10, 1886; dropped March 11, 1894.	L
Tobey, Harry L., Feb. 9, 1890, withdrew and joined 312; now Past C. E. of Div. 312.	O

Tower, Thomas, a member in 1876.	O
Towle, S. D., March 17, 1876; a member in 1881. (Journal.)	M
Treferen, Fred E., May 14, 1893.	L
Trenholm, Charles H., dropped June 22, 1889.	F
Tripp, William B., Feb. 11, 1888; dropped March 14, 1897.	L
Trovile, Dennis, dropped April 11, 1886.	L
True, L. P., April 24, 1886; withdrew March 12, 1899.	F
Tucker, E. J., July 10, 1887; dropped Dec. 4, 1890.	M
Tucker, J. F., Nov. 26, 1887.	E
Turner, Gerald W., Dec. 10, 1905.	R
Turner, H. A., joined Div. 191. (Journal, Jan., 1879.)	F
Tuttle, Levi.	Y
Tuttle, Lincoln, Sept. 11, 1898; dropped Dec. 14, 1902.	E
Twambly, Shed W., Sept. 11, 1887; withdrew July 14, 1891.	M
Twambly, Stephen L.	M
Tyler, George S., Nov. 10, 1865; dropped Aug. 25, 1888.	C
Underwood, E. R., May 8, 1904.	L
Upham, C. L., July 28, 1888.	F
Varney, Charles O., Mar. 23, 1906.	M
Varney, Orrin, dropped April 10, 1887.	?
Vradenburg, Thomas A., July 23, 1887.	F
Voght, C. H.	O
Wade, Oliver M., Feb. 3, 1881.	L
Wadleigh, Albion E., Jan. 12, 1902.	M
Wardwell, N. H. B., July 10, 1887.	M
Walden, T. B., May 8, 1904.	E
Waldron, Henry, March 31, 1865; run on Fairhaven & New Bedford Br. R. R.; dropped (Journal, March, 1871).	
Waldron, William R., member before 1882; joined Div. 312, March 14, 1886.	O
Walker, Charles A., July 20, 1870; transferred to Div. 191, March 13, 1892; died a member of Div. 191, June 25, 1900.	F
Walker, Charles C., "killed on duty," Nov. 17, 1876.	M
Walker, George R. J., Nov. 8, 1902.	M
Walker, Leonard A., Mar. 24, 1899.	F

Walker, L. S., a member many years; was deceased before June 11, 1893.	F
Walker, S. A., July 23, 1887; dropped Mar. 14, 1897.	M
Walker, Sylvester, May 12, 1865; withdrew Oct. 27, 1865.	E
Walker, W. H., a member in 1876; granted card to join elsewhere (Journal, July, 1883).	M
Wallace, E. T., charter member Jan. 6, 1865; a member in 1873 (Journal).	A
Wallace, Edson S., April 9, 1905.	M
Wallace, Henry F., Dec. 2, 1868.	Y
Wallace, Millage W., Sept. 10, 1893.	E
Walsh, William J., March 27, 1886; elected to join by card Div. 149, March 27, 1886; adm. to Pierson Div. 204, River Du Loup, P. Q. (Journal, July, 1888).	O
Walton, Isaac J., joined Div. 439, Sept. 23, 1890.	P
Ward, Bennie F., transferred to Div. 312, Jan. 8, 1893.	P
Warwick, William A., 1883; died May, 1906.	L
Warren, Joseph, April 8, 1900, from Div. 191.	F
Warren, Marshall J., March 9, 1902; granted final card Sept 14, 1902.	F
Watson, Herbert G., June 6, 1901.	M
Watson, Harry, July 14, 1901.	L
Wear, H. E., April 23, 1887, by card from Div. 30, Philippsburg, N. Y.; joined Div. 439, Aug. 26, 1890.	Y
Weaver, Benjamin Frank, May 9, 1897.	E
Webb, Frank C., Dec. 9, 1900.	M
Webber, J. A., a member in 1882; joined Div. 439, March 9, 1890.	A
Webber, Orlan, Jan. 12, 1890.	O
Webber, Willis A., Oct. 13, 1895.	M
Webster, J. S., a member in 1876.	M
Webster, O. A., joined Div. 439, Feb. 9, 1890.	A
Weeks, William H., joined Div. 439, Feb. 9, 1890.	A
Weeks, W. S., Jan. 11, 1894.	L
Wells, Charles W., Aug. 12, 1900.	L
Wentworth, Frank L., June 14, 1891.	F

West, E. J., a member in 1881, when he was adm. by card to Div. 145 (Journal); later a member of Div. 61, and dropped.	Y
West, Fred B., Feb. 11, 1906.	L
Westgate, Charles F., April 18, 1886; dropped.	O
Wheaton, George W., adm. by card Nov. 14, 1886, and withdrew to join Brainard Div. No. 144, March 9, 1890.	FR
Wheaton, Oscar L., Jan. 8, 1888; granted card to join Grindstone Div. No. 588, at Houlton, Me., 1905.	F
Wheeler, Charles C., 1886.	L
Wheeler, Charles O., Jan. 10, 1886; joined Div. 439, March 25, 1890.	Y
Wheeler, F., Feb. 16, 1866.	O
Wheeler, George G., Sept. 11, 1887; dropped Nov. 10, 1889.	M
Wheeler, Harry L. (Harvey L.), Sept. 9, 1883; dropped July 11, 1886.	L
Wheelock, E. C., joined Div. 439, Feb. 9, 1890.	A
Whilnery, a member prior to 1882.	A
Whitcher, George A., July 10, 1887.	M
White, Albert T., Dec. 8, 1901.	M
White, Fred A., 1876.	L
White, James F., charter member Jan. 6, 1865.	Y
White, J. Warren, July 20, 1876; joined Div. 312, Jan. 8, 1893.	P
White, Walter E., charter member Jan. 6, 1865; one of six initiated at a preliminary meeting Dec. 30, 1864; May 25, 1889, placed on honorary list; in Bussey Bridge disaster, 1887. Now retired to private life.	P
Whitehouse, J. C., received by card from Div. 72, Dec. 15, 1869. Not a member in 1882.	Y
Whiting, Fred S., June 14, 1885; withdrew to join Tahanto Div. No. 335, Concord, N. H.	L
Whitney, Daniel, died of consumption; a member Sept. 27, 1877; initiated Aug. 7, 1867.	?
Whitney, O. A., joined Div. 439, Feb. 9, 1890.	A
Whittaker, George E., July 14, 1901.	L

Whittaker, James L., resolutions passed on his death Oct. 24, 1885.	E
Whitten, B., Nov. 24, 1865; a member in 1876.	M
Whitten, Frank D., April 14, 1895.	E
Wiggins, J. E., joined July 20, 1870, from Div. 30.	Y
Wiggin, J. S., March 17, 1876.	M
Wilbour, John C., charter member Jan. 6, 1865; run on the Boston & Lowell road many years. In 1864 was foreman of the repair shop. Served one term as F. A. E. of Div. 61, and served on many committees. Was cared for in last sickness by Div. 61; died about Jan. 1, 1893, and buried in Providence, R. I.	L
Wilkins, E. (Journal, Vol. 17, Page 141), granted card to join Div. 200, March, 1883.	?
Wilkins, T. L.	E
Wiley, George E., charter member Jan. 6, 1865; granted card to join Div. 57, July 20, 1870.	E
Williams, Issacher H., May 9, 1897.	E
Williams, Joseph H., Feb. 8, 1903.	R
Williams, Oliver S., June 11, 1905.	E
Williamson, A. E., Jan. 11, 1894.	L
Willis, Dean G., Dec. 12, 1886; joined Div. 439, Feb. 9, 1890.	O
Willis, S. A., June 7, 1876; joined Div. 439, Feb. 9, 1890.	O
Wilmot, Charles W., April 11, 1886.	L
Wilson, George F., July 11, 1886; joined Div. 439, Feb. 9, 1890.	A
Wilson, Henry H., March 13, 1890.	E
Winn, George E., dropped (Journal, July, 1873).	L
Winslow, Andrew J., Feb. 17, 1865; joined Div. 439, Feb. 9, 1890.	A
Winslow, John S., Jan. 14, 1891.	F
Witherell, Davis C., a member in 1876.	L
Witherell, Homer, Sept. 29, 1865.	?
Witherell, J. H., May 26, 1891; dropped Dec. 14, 1902.	F
Wood, John T., Feb. 12, 1899.	L

Wood, William P., Jan. 23, 1886; joined Div. 439, Feb. 9, 1890.	A
Woodcock, William A., April 8, 1900; transferred to Div. 205.	M
Woodman, Charles H., July 23, 1887.	F
Woodman, Charles H., March 23, 1889.	L
Worster, C. H., a member before 1880; withdrew from Div. 61 to join National City Div. 398, National City, Cal. (Journal, May, 1889).	Y
Worthley, George F., March 5, 1865.	?
Wright, E. H., May 12, 1865, a member about 1875.	M
Wright, Eugene S., charter member Jan. 6, 1865; granted final card March 2, 1870, having left the B., L. & N. R. R. Now living (1906) in Westford, Mass.	L
Wright, E. S., Dec. 24, 1887; joined Div. 439 (Journal, May, 1890).	L
Wright, William J., Sept. 8, 1901.	M
Wyatt, Howard W., July 23, 1887; dropped March 14, 1897.	M
Wyman, E. W., May 8, 1892; dropped Mar. 14, 1897.	F
Wyman, George A., May 8, 1892.	M
Wyman, G. G., charter member Jan. 6, 1865; withdrew Oct. 27, 1865.	O
Wyman, H. F., July 23, 1887.	M
Wyman, John A., May 9, 1897.	M
Wyer, James C., March 12, 1905.	E
Young, Mitchell, March 14, 1880; died a member April 9, 1895.	F
Young, Munroe E., Mar. 15, —.	O

## THE BOOK.

In the compiling, arrangement, and the detail of executing this work, the aim has been to produce what the members most desired.

The success of our undertaking has been due to the hearty co-operation of all parties who have in any way found themselves connected with the work. The support in carrying out the plans proposed has been most heartily given by persons both inside and outside of the organization of the engineers, and were it not for persons not members, and some who, to the author's best knowledge, are not even the acquaintance of an engineer, we could not produce all that is here enclosed.

This especially refers to outside persons who have assisted in obtaining photographs of early members and officers who have finished their toil at railroad work, some many years ago, and they and their immediate friends and relations long since gone. A few are produced here by as it were, mere accident, and probably will be recognized by only a few of our present members.

The photograph of late Grand Chief Wilson was furnished through Second Grand Chief Engineer C. S. Salmons. James H. Prince, one of the promoters, and the second Chief Engineer of Div. 61, was furnished through Mr. Alfred B. Page of Needham, coming to him through a friend who knew a party that had a photo of Mr. Prince; one of the number seeing an article in the Boston Transcript calling for a photograph of James H. Prince and John T. Otis, inserted for the benefit of the Division, the cost of which was the humble price of a two cent stamp. The photo of late C. E., Bro. George E. Boyden was furnished by Bro. E. E. Potter, the faithful F. A. E. of Div. 439, and at one time Corresponding Secretary of Boston Division No. 61, and as Delegate represented No. 61 in two conventions. The late C. E. of Div. 61, Bro. G. H. Sanderson, was obtained through the efforts of Bro. Arthur J. Desoe, of Div. 439, and a former member and officer of Div. 61.

Several other illustrations are here given through the efforts of other brothers. The pictures of two railroad presidents, under whom the most of the members are employed, most heartily co-operated with the wishes of our members, which can be a true in-

terpretation of their good feeling toward our undertaking, and the same is vouched for by letters from them to the chairman of the Printing Committee. We would further say that whatever other matter appears within these covers has come in through the best wishes and intentions of the members at large, and for all the many favors we feel duly thankful.

There is much interesting matter that could be placed here, but a voluminous collection is more often burdensome than interesting, especially when read as a long drawn out history. Few books of history get the second or third reading, being more often a work of reference for the shelf than a literary production for the table of the drawing room. The profusion of illustrations, suggestive of a compiled album, is not to be so taken, neither was such an idea to be developed from what we have done.

A half century not yet reached, as it were, and yet we cannot make a complete list of principal officers. Then, too, are produced faces that ere another quarter century pass, no other place may contain them, and may render this work of ours all the more valuable. The tooth of time fast effacing all our private archives, shows to us that we did not begin any too soon to implant, as it were, the first stone of a public one, if it may be so taken. While our volume does not contain all that it might with propriety, and too, while we know that our labors are not above reproach and criticism, remember we offer no apology, neither express any regrets, but trusting that what has been done will be enjoyed, we conclude with a most cheerful Amen.

## THE PRINTING COMMITTEE.

After the compiling and arranging of this History of Boston Division No. 61, Brotherhood of Locomotive Engineers, it was placed in the hands of a Printing Committee to have printed and bound in book form.

Agreeable to the situation, several parties were consulted, and finally contracts were made with A. T. Bliss & Co., 60 Pearl Street, Boston, and in a prompt and efficient manner produced what we have here, and like the author, we will say, "We have no excuses to offer." What we put before you is what we as a committee have tried to make it. We have had the most cordial co-operation of all parties, and all our relations with the publisher of the most pleasant to conceive. Truly no one can regret having any part in the labor of the committee in placing before you what we have here. The arrangement of all the material has been made to conform to the desires of those of our members who made their wishes known upon the subject. Intending so far as possible to make the most of what we have had selected to do with, and the wishes of all interested has been our aim, even unto the very letter.

WILTON F. BUCKNAM,  
EDWARD L. ABBOTT,  
GEORGE R. DORITY,  
WILLIAM A. KEMPTON,  
N. H. B. WARDWELL,  
Printing Committee.

# INDEX.

---

	PAGE
Annual Conventions . . . . .	39
Anniversary . . . . .	61
Boston Association of Locomotive Engineers . . . . .	16
Brotherhood of the Footboard . . . . .	21
Brotherhood of Locomotive Engineers . . . . .	29
Boston Division No. 61, B. of L. E. . . . .	42
Board of Adjustment . . . . .	72
B. & M. R. R. Strike . . . . .	87
Constitution and By-Laws . . . . .	14
Conventions, Union Meetings, Etc. . . . .	57
Committees . . . . .	114
Division Records . . . . .	5
Delegates to First Convention . . . . .	10
Divisions Formed from Boston Division No. 61 . . . . .	71
Excursions and Entertainments . . . . .	60
Financial . . . . .	69
Federation . . . . .	72
F. S. Evans Lodge, Division No. 99, G. I. A. to the B. of L. E. . . . .	119
Good of the Order . . . . .	64
G. I. A. to the B. of L. E. . . . .	117
History . . . . .	5
Insurance . . . . .	64
Journal . . . . .	68
Legislative Board . . . . .	63
Members of Boston Division No. 61, B. of L. E. . . . .	145
National Protective Association of Locomotive Engineers . . . . .	6
Officers Elected . . . . .	12
Officers . . . . .	113
Officers of F. S. Evans Division No. 99 . . . . .	121
Our Brotherhood . . . . .	122
Officers of Boston Division No. 61, B. of L. E. . . . .	137
Record of First Meeting . . . . .	44
Railroads on Which Our Brothers Work . . . . .	130
Schedule B. & M. R. R. . . . .	77
Time and Place of Meeting . . . . .	56
The Book . . . . .	199

## ERRATA.

---

- Page 76. NEITHER in 14th line should read — WHETHER.
148. AVERY, H. L., dismissed to Division at Portland, Ore.,  
Aug. 12, 1906.
148. Add BARBER, W. A. Dropped [Journal March, 1871].
156. CLARK, OLIVER. Died a non-member, Aug. 20, 1906.
156. CLARKE, GEORGE M. Killed in accident, Aug. 10, 1906.
164. Add FALLANSBEE, GEORGE E , Aug. 14, 1887.
164. LORD, CHARLES L. should read FORD, CHARLES L.
173. HUNNEWELL, add first name JOSEPH.
177. LEE, JOHN S. should read LEES, JOHN S.
179. MARSHALL, LOUARD should read MARSHALL, LEONARD.
180. MERRILL, SAMUEL B. should read MERRILL, SAMUEL H.
187. Add RICKEMAN, WILLIAM A , Jan. 14, 1906, from Div. 64.
189. SIBLEY, JOSEPH W. employed on E. R. R., now foreman of  
round-house at Salem, Mass.
189. Add SMALL, F. B., initiated Oct. 27, 1865. Dropped  
May 1, 1867.
192. Add SWAZEY, G A. M.
196. WHILNERY, initial of first name D.
198. WRIGHT, E. S., employed on Old Colony Railroad.





CORNELL UNIVERSITY LIBRARY



3 1924 069 032 989



